

GRAIN DEALERS' JOURNAL

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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this Directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

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Panhandle Gr. & Elevtr. Co., whsle. gr., fld. seeds.*
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Chamber of Commerce Members.

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Dennis & Co., grain merchants.*
England & Co., Chas., grain, hay.*
Fahy & Co., John T., gr'n receivers & expts.*
Hammond, Snyder & Co., Inc., receivers, expts.*
Hax & Co., G. A., grain, hay, seeds.*
Lederer Bros., grain receivers.*
Manger & Co., J. A., grain, seeds, hay.*
Robinson & Jackson, gr. com. merchants.*
Wack & Co., Henry E., grain, hay, feeds.

BEAUMONT, TEX.

Archer Brkg. Co., W. R., grain broker.

BLOOMINGTON, ILL.

Baldwin Grain Co., brokers.*
Hasenwinkle Grain Co., brkrs. of country grain
Worth-Gyles Grain Co., cash and future grain.*

BOSTON, MASS.

Chamber of Commerce Members.

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Cressey, Fred L., hay, grain, bkg. com
Jaquith, Parker, Smith & Co., wheat barley milo.*
Marden & Co., C. F., grain brokers.
Tatt, R. C., grain broker.

BUFFALO, N. Y.

Corn Exchange Members.

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Churchill Gr. & Seed Co., recvrs., shippers.*
Doorty-Ellsworth Co., Inc., brokerage commission.*
Electric Grain Elevtr. Co., consignments.*
Harold, A. W., grain, barley a specialty.
Irwin, Dudley M., barley.*
Pratt & Co., receivers, shippers of grain.*
Taylor & Bournique Co., receivers and shippers.*
Urmston Grain Co., grain commission.*

CAIRO, ILL.

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Halliday Elevtr. Co., grain dealers.*
Magee-Lynch Grain Co., grain.*
Thistlewood & Co., grain and hay.

CEDAR RAPIDS, IOWA.

Gifford-Matthews Co., grain and grain pdts.*
King Wilder Grain Co., grain shippers.

CHICAGO, ILL.

Board of Trade Members.

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Armour Grain Co., grain buyers.*
Bailey & Co., E. W., grain commis'n merchants.*
Bartlett & Son Co., L., grain commission.*
Bartlett-Frazier Co., grain merchants.*
Bennett & Co., Jas. E., commission merchants.*
Brennan & Co., John E., grain com'is'n mchts.
Carhart Code Harwood Co., grain commission.*
Finney & Co., Sam., consignments solicited.
Dole & Co., J. H., grain and seeds.*
Freeman & Co., Henry H., grain, hay, straw.
Gerstenberg & Co., commission merchants.*
Hales & Edwards Co., grain merchants.*
Harvey Grain Co., corn and oats.*
Hitch & Carder, commission merchants.
Holt & Co., Lowell, commission, grain and seeds.
Lamson Bros. & Co., consignments solicited.*
Lewis & Co., F. S., grain & provisions.*
Lipsey & Co., grain commission.*
Logan & Bryan, options, cash grain.*

CHICAGO (Continued).

Lowitz & Co., E., grain commission.*
Lyman, Joseph, Grain Co., grain shippers.
McKenna & Rodgers, commission merchants.*
Mumford & Co., W. R., grain, hay, millstuffs.*
Norris Grain Co., grain merchants.*
Paynter, H. M., grain and field seeds.
Perrine & Co., W. H., grain and commission.*
Pope & Eckhardt Co., grain and seeds.
Press & Co., W. G., grain, provisions, stocks, etc.
Quaker Oats Co., buyers of grain.
Rosenbaum Bros., receivers, shippers.*
Rotchild Co., D., receivers & shippers.*
Rumsey & Company, grain commission.*
Sawers Grain Co., grain commission.*
Schiffin & Co., F. H., commission.*
Shaffer & Co., J. C., grain merchants.*
Simons, Day & Co., grain merchants.
Somers, Jones & Co., grain and field seeds.*
Thayer & Co., C. H., receivers-shippers.*
Ware & Leland, grain and seeds.*

CINCINNATI, O.

Grain & Hay Exchange Members.

Blumenthal, Max, grain, feed, hay and straw.*
Brouse-Skidmore Co., grain, hay, feed.*
Early & Daniel Co., grain, hay, feed.*
Perin Bros., want corn.*
Mutual Commission Co., hay, grain and feed.*

CLEVELAND, O.

Grain and Hay Exchange Members.

Bailey, E. I., grain and millfeed.*
Cleveland Grain Co., The, receivers and shippers.*
Cuyahoga Grain Co., hay, grain, feed, flour.
Gates Elevtr. Co., The, recvrs. & shprs.*
Lake Shore Elevtr. Co., grain and feed.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*
Star Elevtr. Co., receivers, grain, hay, straw.*
Strauss & Co., H. M., recvrs., shprs. hay & grain.*
Union Elevator Co., The, grain and hay.*

DALLAS TEX.

Stagner Bros., recvrs.-shprs. grn., hay, c. s. prod.

DAVENPORT, IOWA.

Davenport Elevtr. Co., receivers and shippers.*
Merchants Elevtr. Co., buyers-sellers all grns.
Purity Oats Co., buyers of grain.

DECATUR, ILL.

Baldwin & Co., H. L., grain brokers.*

DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain & hay.
Best & Co., J. D., buy and sell all grains.*
Crescent Flour Mills, The, wheat, corn, oats.*
Denver Elevator. We buy & sell grain & beans.*
Hungarian Flour Mills, wheat, corn, oats, etc.
Kellogg Gr. Co., O. M., recvrs. & shprs.*
O'Donnell Grain Co., wholesale grain.*
Phelps Grain Co., F. J., D., wholesale grain.*
Summit Gr'n & Coal Co., wh't, corn, oats, rye, bly.*
Thompson Merc. Co., The, W. F., wholesale hay.

DETROIT, MICH.

Board of Trade Members.

Carson & Co., H. C., corn, oats, rye.*
Caughy-Jossman Co., grain & seeds.*
Dumont, Roberts & Co., receivers, shippers.*
Houston, C. R., gr., hay congmts. a specialty.*
Lichtenberg & Son, oats, corn, hay, straw.
Simmons & Co., F. J., grain & hay.*

FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., receivers, shippers.

FRANKFORT, IND.

Frank & Co., William, grain brokers.

GREAT FALLS, MONTANA.

Barkemeyer Grain & Seed Co., grain dealers.

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HASTINGS, NEBR.

Elder, Fred W., whsle. grain, hay, mill pdts.*
Koehler-Twisdale Elevator Co., grain dealers.*
Stockham Grain Co., E., whole grain & feed.*

HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.*

INDIANAPOLIS, IND.

Board of Trade Members.

Belt Elevtr. & Feed Co., receivers and shippers.
Bingham-Hewett-Scholl Co., grain merchants.*
Boyd Grain Co., Bert A., strictly brkg. & com.*
Hayward-Rich Grain Co., grain commission.
Heimiller Grain Co., receivers and shippers.
Hill, Lew, strictly commission.
Hoosier Grain Co., consignments only.
Kinney Grain Co., H. E., receiver and shipper.*
Lowitz & Co., E., grain commission.*
McCardle-Black Co., grain merchants.
Minor, B. B., grain consignments solicited.
Montgomery & Tompkins, receivers and shippers.
Shotwell & Co., C. A., commission, bkg.
Urmston Grain Co., receivers & shippers.*
Witt, Frank A., grain commission & brokerage.*

JACKSON, MICH.

Stockbridge Elevtr., trk. buyers, slrs., gr. & sds.

KANSAS CITY, MO.

Board of Trade Members.

Addison-Benton Grain Co., consignments.
Armour Grain Co., grain buyers.*
Aylsworth Grain Co., receivers, shippers.*
Beyer Grain Co., consignments & mill orders.
Bruce Bros. Grain Co., consignments.
Clay (Frank B.) Grain Co., hedging-mill orders.*
Christopher & Co., B. C., kafir, feterita, milo.*
Croysdale Grain Co., grain commission.
Davis Grain Co., A. C., grain commission.
Denton Kuhn Gr. Co., consignments.*
Ernst-Davis Grain Co., commission.*
Fisher Gr. Co., C. V., receivers & shippers of gr.*
Frisco Elevators Co., grain merchants.*
Goffe & Carkener, recvrs. and shprs. of grain.*
Hall-Baker Grain Co., consignments.
Hinds Grain Co., The, receivers, shippers.*
Kemper Mill & Elevtr. Co., grain and feed.*
Langenberg Bros. Gr. & Hay Co., recvrs., shprs.
Mensendieck Grain Co., consignments.*
Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., receivers & shippers.*
Morrison Grain Co., consignments.
Norris Grain Co., grain merchants and exporters.
Parker Corn Co., corn, oats, kafir, milo.*
Roehen Grain Co., E. E., consignments.
Root Grain Co., consignments and futures.*
Seoular-Bishop Grain Co., consignments.*
Simonds-Shields-Lonsdale Gr. Co., recvrs.-expts.*
Stevenson Grain Co., buyers and sellers.*
Terminal Elevators, receivers, shippers.*
Twisdale-Wright Grain Co., consignments-futures.
Thresher Fuller Grain Co., grain commission.*
Vanderslice-Lynds Co., grain commission.
Western Grain Co., shippers (a specialty).*

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Beatty Brokerage Co., grain brokers.*

LITTLE ROCK, ARK.

Board of Trade Members.

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Cunningham Commission Co., gr., corn products.*
Darragh Company, hay, grain, mixed feeds.*
E. L. Farmer Co., brokers, hay, grain, mill feeds.
Munn-Burrow Brokerage Co., grain, hay millfeed.*
George Niemeyer Grain Company.*
J. F. Weinmann Mlg. Co., wholesale gr. and feeds.

LIMA, O.

Pollock Grain Co., buyer grain, hay, straw.*
Riddle & Co., T. P., hay and grain.

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Board of Trade Members.

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Callahan & Sons, receivers and shippers of grain.*
Edinger & Co., grain, hay, flour.
Fruechtenicht, Henry, hay, grain, mill products.*

The GRAIN DEALERS JOURNAL.

[Incorporated]

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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.*

MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker, com. merchant.*
Buxton, E. E., broker and commission merchant.*
Davis & Andrews Co., grain dealers.*
Hasenwinkle Co., H. J., consignments.
U. S. Feed Co., grain, hay, millfeed.

MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.*

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

MILWAUKEE, WIS.

Chamber of Commerce Members.

Donahue Stratton Co., grain merchants.*
Hensley & Owen, grain commission.*
Kamm Company, F. C., barley and rye.*
Rankin, M. G., & Co., grain and feed.
Rialto Elevtr. Co., grain receivers & shippers.*
Taylor & Bournique Co., shprs. corn, oats, barley.*

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Benson, Stabeck Co., grain com.*
Cargill Commission Co., grain commission.
Carter, Sammis & Co., grain commission.
Cereal Grading Co., grain merchants.*
Dalrymple Co., William, gr. com.*
Davies & Co., F. M., grain commission.*
Getchell-Tanton Co., grain commission.
Godfrey-Blanchard Co., grain recvrs.-shprs.*
Gould Grain Co., receivers & shippers.*
Hankinson & Co., H. L., grain commission.
Lewis & Co., Chas. E., consignments.*
Marfield Grain Co., grain commission.*
McCaull Dinsmore Co., consignments solicited.*
Scroggins McLean Co., corn and oats.*
Van Dusen-Harrington Co., grain merchants.*
Woodward Newhouse Co., grain merchants.*
Zimmerman, Otto A., barley & oats my spec'ly.*

NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

NEW ORLEANS, LA.

Steele Co., The J. H. W., gr. frt. brok. & forwdrs.*

NEW YORK CITY.

Produce Exchange Members.

Bolle-Watson Co., Inc., receivers and exporters.
Brainard Commission Co., consignments.*
Blake, Thomas M., buyers—quote us.*
Jones & Co., M. B., buyers—quote us.*
Knight & Company, commission merchants.*
Morey, L. A., grain.
Therrien, A. F., broker.

OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Conyers Grain Co., grain merchants.*
Dustin Grain Co., grain, feed, seeds.*
Langenberg Bros. Gr. Co., grain merchants.
Oklahoma Export Co., grain commission.*
Okla. City M. & E. Co., grain mer., mtrs.*
Rutledge Grain Co., com. merchants.
Stowers Grain Co., W. E., com. merchants.

OMAHA, NEBR.

Grain Exchange Members.

Adams-Whyte Grain Co., consignments.
Cope & Kearney, grain commission.
Crowell Elevator Co., receivers, shippers.*
Fisher Rothschild Grain Co., corn and oats.*
Holmquist Elevator Co., receivers and shippers.*
Kern Co., brokers & commission merchants.*
Merriam Commission Co., consignments.*
Miller Wilson Grain Co., consignments.
Omaha Elevator Co., receivers, shippers.*
Roberts Grain Co., Geo. A., grain merchants.
Rye Schneider Fowler Grain Co., consignments.*
Trans-Mississippi Grain Co., recvrs. & shprs.*
United Grain Co., grain commission.
Uppike Grain Co., consignments.*
Vanderslice Lynds Co., consignments.*

PEORIA, ILL.

Board of Trade Members.

Bartlett Co., S. C., grain commission.*
Buckley & Co., grain and seeds.*
Cole Grain Co., Geo. W., grain com. mchts.*
Conover Grain Co., E. B., grain commission.*
Consumers Grain Co., grain receivers.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.*
Grier & Co., T. A., grain commission.*
Harwood-Young Co., grain commission.
Luke Grain Co., grain commission.*
McFadden & Co., G. C., consignments.
McCreery & Son, J. A., wheat, corn, oats.*
Miles, P. B. & C. C., grain commission.*
Mueller Grain Co., receivers and shippers.*
Rumsey, Moore & Co., grain receivers.*
Warren Com. Co., consignments.*

PHILADELPHIA, PA.

Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.*
Dunwoody Co., Ed., flour, grain, feed.*
Lemont & Son, E. K., hay, grain, millfeed.
Miller & Sons, L. F., grain, seeds, hay.*
Richardson Bros., grain, flour, millfeeds.*
Richardson Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
Scattergood & Co., S. F., corn-oats.
Taylor & Bournique Co., shippers corn-oats.*
Young & Co., S. H., wheat, corn, oats.

PINE BLUFF, ARK.

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Elwood & Co., R. D., hay and grain.*
Geidel & Leubin, grain and hay.
Heck & Co., W. F., grain, hay, millfeed.*
Herb Bros. & Martin, grain and hay.
McCague, R. S., grain, hay.
Walton Co., Samuel, grain and hay.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

PUEBLO, COLO.

McClelland Met'l I. & R. Co., grain, hay & feed.*

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SAGINAW, MICH.

Smith-Connor H. & Gr. Co., hay and grain.

ST. JOSEPH, MO.

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Gunnell Windle Grain Co., buyers and sellers.*
Holdridge Grain Co., receivers and shippers.*
Aunt Jemima Mills Co., A. J. hominy feed.
Gelger Grain Co., commission merchants.*
Gordon Comm. Co., T. P., grain dir. and broker.*
Marshall Hall Grain Co., consignments solicited.*
McKee Lindley & Dunn Grain Co., commission.
Mid-West Grain Co., pure soft wheat.*
Sloan Simmons Grain Co., consignments.*
St. Joseph Hay & Grain Co., grain merchants.*

ST. LOUIS, MO.

Annan Burg G. & M. Co., flour, grain, millfeed.*
Brockman & Co., Arthur, grain commission.
Bryant, Ilghman A., grain broker-consignments.
Dannen Fiedeler Grain Co., grain commission.
Dreyer Com. Co., fdg. stuffs, grain, seeds.*
Elmore Schultz Gr. Co., recvrs. & shprs. grain.*
Goffe & Carkner Co., grain commission.*
Graham & Martin Grain Co., grain commission.*
Klosterman-Patton Gr. Co., grain receivers.
Marshall Hall Grain Co., grain com.*
Mason Hawpe Grain Co., grain merchants.
Hunter Grain Co., grain merchants.
Langenberg Bros. Grain Co., grain commission.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain & grass seed.*
Tensdale Com. Co., J. H., recvrs. & shippers.*
Toberman, Mackey & Co., grain, hay, seeds.*
Turner Grain Co., grain commission.

SIOUX CITY, IOWA.

Board of Trade Members.

Bailey, Walter H., Grain Merchants.*
Flanley Grain Co., grain and commission.*
King Elevator Co., receivers & shippers.
McCaull Dinsmore Co., commission.*
McCaull Dinsmore Co., all kinds of grain.
Quinn-Shepherdson Co., grain commission.*
Rumsey & Co., receivers of consignments.*
Slaughter Burke Grain Co., receivers, shippers.*
Taylor & Bournique Co., buyers and sellers.*

TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.*

TOLEDO, OHIO.

Produce Exchange Members.

De Vore & Co., H. W., grain and seeds.*
King & Co., C. A., grain and seeds.*
Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, grain recvrs., shippers.*
Young Grain Co., The, grain receivers & shippers.*
Zahn & Co., J. F., grain, seeds.*

WICHITA, KANS.

Board of Trade Members.

Beyer Grain Co., consignments & mill orders.
Bruce Bros. Grain Co., Consignments.
Wichita Terminal Elev. Co., wheat, corn, oats.

WICHITA FALLS, TEX.

Priddy Grain Co., dom. & export grain.*

WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. & sds.*

*Members Grain Dealers National Association.

The Grain Dealers Journal takes particular pains to list in this Directory only such firms as are thoroughly representative. The introduction we give to the trade is accordingly worth more than if this were a haphazard collection of names, without regard to reputation. The Journal's policy throughout is to safeguard the interests of its readers, and to be of valuable assistance to responsible advertisers. It shows in every line and page editorial care and precision, with never any guesswork in what we print, and nothing in any sense questionable allowed to get past the watchers on guard.

DENVER

A quick, active market featuring Beans in addition to all grains. Denver invites business on the basis of absolute reliability and prompt service. The following members of the Exchange are equipped to handle consignments to the best possible advantage and to meet all requirements of the trade.

O'Donnell Grain Co.

Whether you buy or sell, talk to us.

Hungarian Flour Mills

Dealers in wheat, corn, oats, rye and barley.

Denver Elevator

We buy and sell grain of all kinds, also beans.

Crescent Flour Mills, The

We buy wheat, corn, oats, beans, etc.

Western Grain Co.

Receivers and shippers, grain and beans.

O. M. Kellogg Grain Company

Receivers and shippers of all kinds of grain.

Phelps Grain Co., T. D.

Wholesale grain and beans.

Summit Grain & Coal Co., The

Wheat, corn, oats, rye, barley. We always buy and sell.

NOTE.—All grain bought by members of the Denver Grain Exchange which is graded at Denver and which does not come up to contract grade is discounted by three disinterested members of the Exchange, when dockage is not provided for in contract.

THE A. McCLELLAND MERCANTILE, I. & R. CO., PUEBLO, COLO.

We are Members of the Denver Grain Exchange

If you wish to buy or sell grain in carlots write us.

Pueblo is the Real City of Opportunity, Sunshine and Health.

Chamber of Commerce
Members

MINNEAPOLIS

Chamber of Commerce
Members

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"You can't do better; you might do worse."

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Minneapolis

Milwaukee
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S. J. McCaull, Sec. A. M. Dinsmore, Treas.

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Cereal Grading Co.

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MILWAUKEE DULUTH

WOODWARD-NEWHOUSE CO. Minneapolis, Minn.

Grain Commission

THE VAN DUSEN-HARRINGTON CO.

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Business Founded 1852

DULUTH

Pioneers in Grain
This company gives un-
excelled service to both
shippers and buyers.

Godfrey-Blanchard Co. GRAIN RECEIVERS—SHIPPERS Minneapolis, Minnesota

H. POEHLER CO. GRAIN COMMISSION

Barley Oats Corn Flax
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Duluth

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IT GIVES US much pleasure to say that thru the Journal we get a lot of reliable information, and, therefore, we wish to continue our subscription.—Coker-Lawton Food Co., Hartsville, S. C., H. W. Goolsby, sec'y.

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May we send you an appropriate advertising suggestion?

Grain Dealers Journal

315 S. La Salle Street, CHICAGO, ILL.

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No. 40 contains spaces for 12,000 cars, \$1.75
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SHIP YOUR GRAIN TO BUFFALO PRATT & CO.

have all facilities to handle grain right regardless of its condition, as they operate the new, up-to-date Superior Elevator. Consign your new corn to us; no matter what condition it is in we can handle it.

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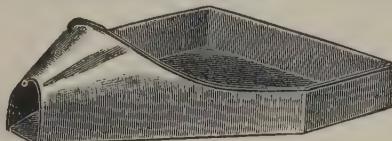
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SHIP US THAT NEXT CAR

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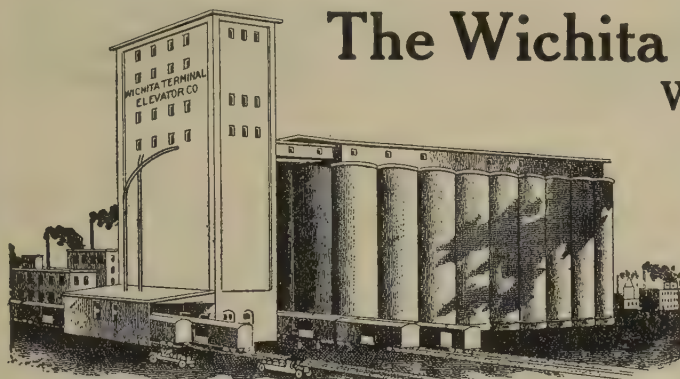
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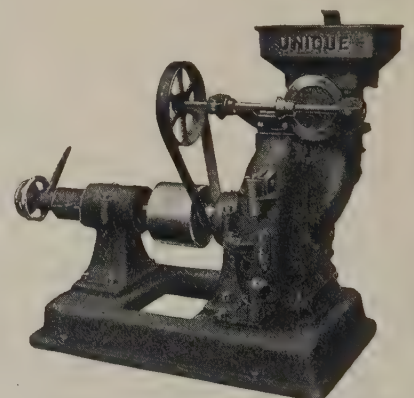
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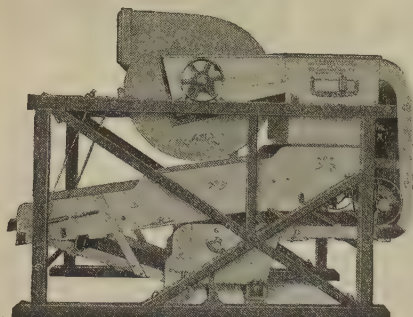
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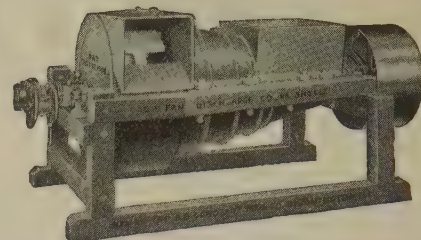
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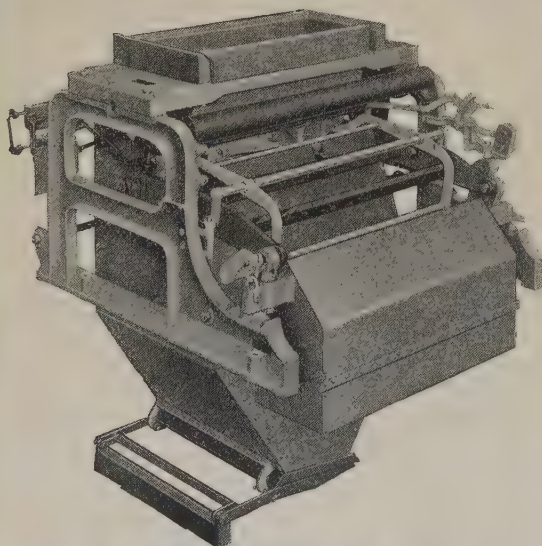
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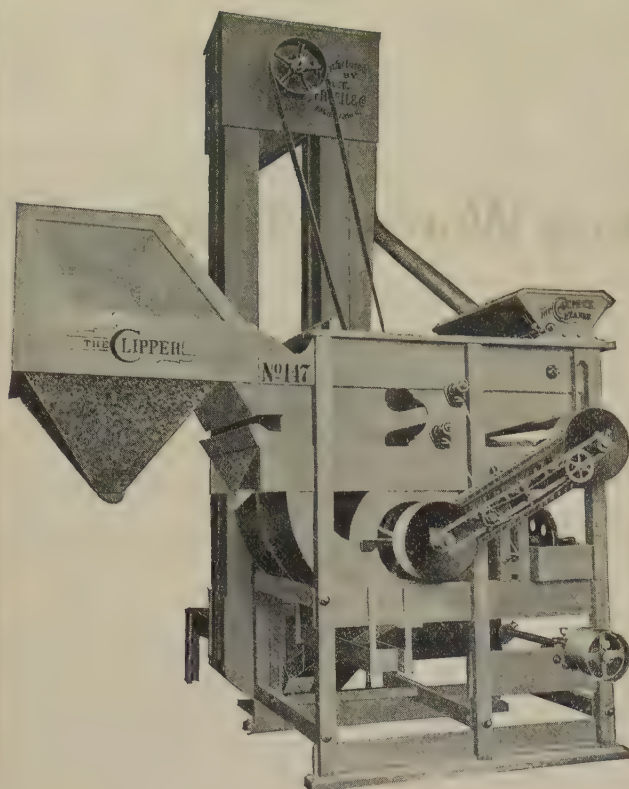
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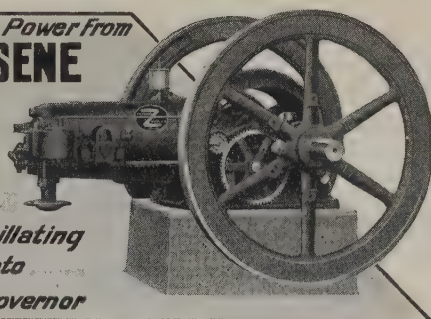
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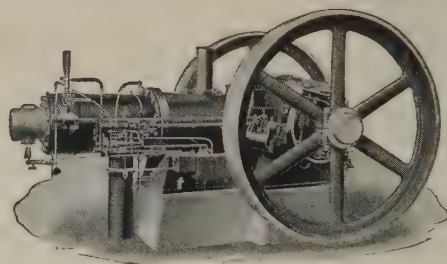
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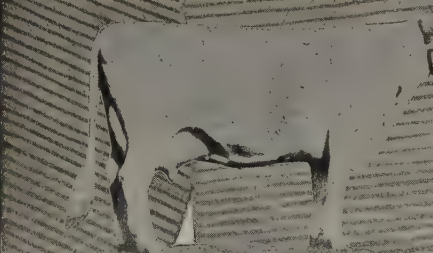
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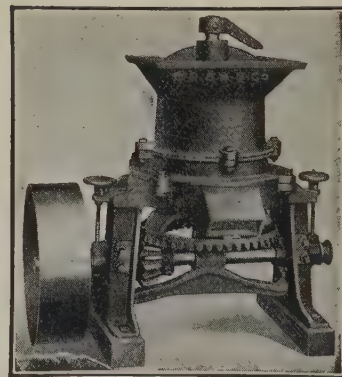
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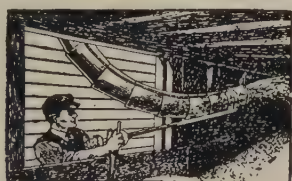
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and we spare no effort to insure quick dispatch from this end. But with railroads congested, and delays in transit more or less unavoidable, customers are reminded in their own interest to order well ahead.

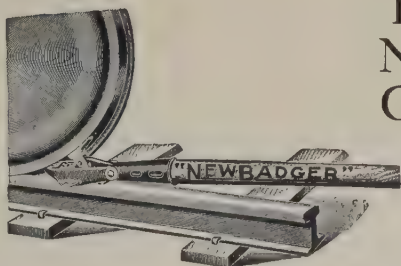
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Car Movers of All Kinds

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We manufacture all sizes of Grain Spouting and Loading Spouts

Large Stock of Bucket Belting on hand at all times.

Send us your list of machinery and we will name you some very interesting prices.

We feature Howe Scales as the best, most accurate, simplest and cheapest, and the extent of our trade in them shows what elevator men think. Old scales of any make repaired and refitted.

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Wood, Iron & Split Steel Pulleys



BELTING

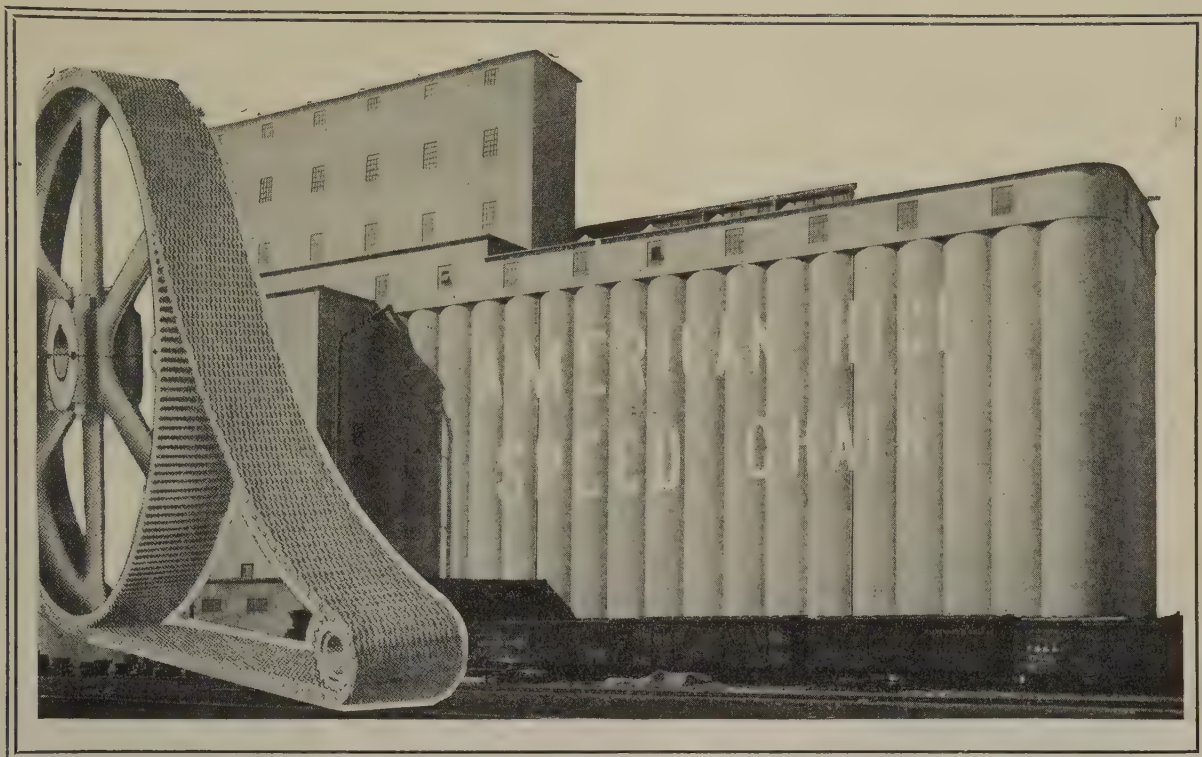
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will be built from the most improved designs. It will be equipped with machinery in keeping with most recent practice in the handling of grain. Therefore you will be considering high speed silent chain for the driving of machines and line shafting.



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will meet your requirements in cost, applicability, dependability and length of service.

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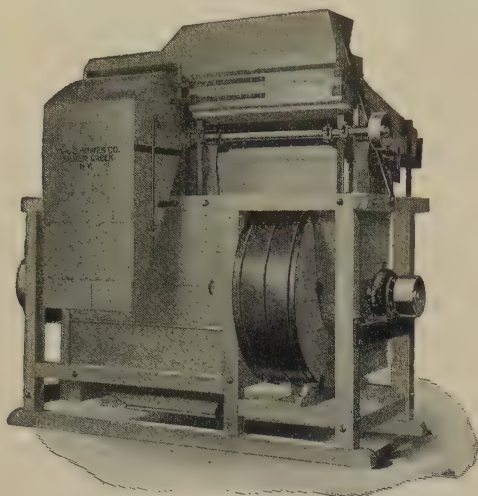
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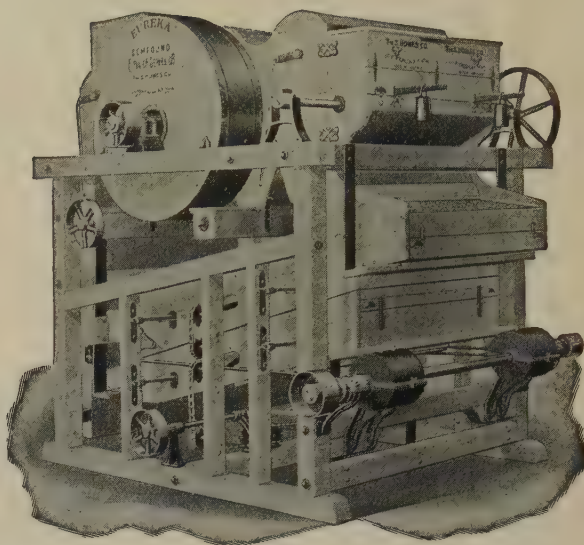
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air without any back draft.

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By improved construction, three-fourths of the back draft is eliminated and better work is done on less power. Send for prices and particulars.

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Quotation Record, Form 97A, is formed of sheets of bond paper ruled to facilitate the recording of daily market prices of different options.

Each sheet is headed "Board of Trade Quotations for Week Commencing Monday 19. . ." Columns are provided for 4 Wheat options, 4 Corn and 4 Oats; have spaces for the market hourly and at close. Closing prices for previous week are listed at top.

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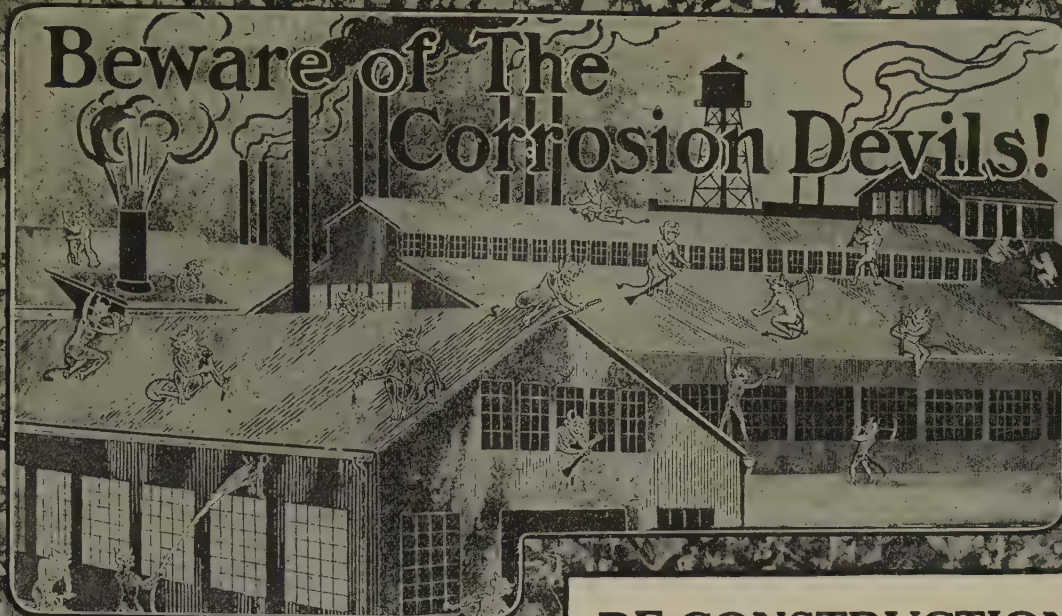
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CORROSION DESTROYS

The metal.
The labor for forming and applying it.
The usefulness of structure or machine.
Perishable merchandise—whose protection is destroyed.
Use corrosion resisting Sheet Metal.

RE-CONSTRUCTION

In the face of war conditions and the tremendous demand for iron and for labor, corrosion has been destroying thousands of tons of metal daily and with it the labor used for forming, transportation and application.

Where **Toncan Metal** was used for sheet metal work, repairs have not been necessary. This meant the saving of time, labor and metal.

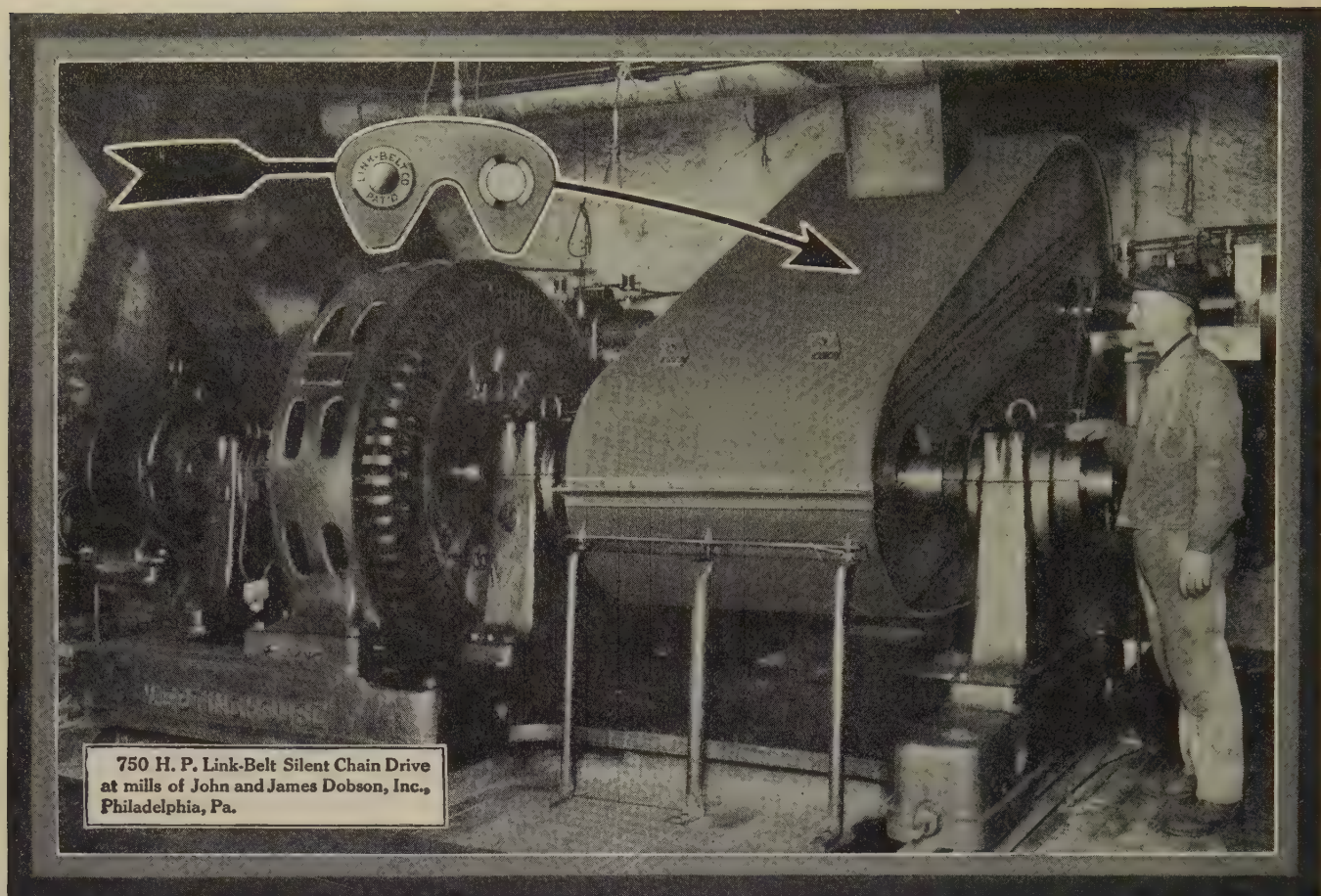
It meant also the uninterrupted use of the machine or structure.

For repairs and replacements and for the sheet metal work on the many new buildings so urgently needed, Toncan Metal will insure lasting service.

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TONCAN
METAL
RESISTS CORROSION



CHAIN the Load to the Prime Mover

GIVES you the most positive, most flexible, most direct application of power that is possible to secure.

LINK-BELT SILENT CHAIN DRIVES

transmit 98.2% of the power to the driven machine. They eliminate belt slippage with its consequent loss of power and machine efficiency. They permit short center drives, thus saving floor space. They cushion the motor against sudden shock when heavy loads are applied and they protect and

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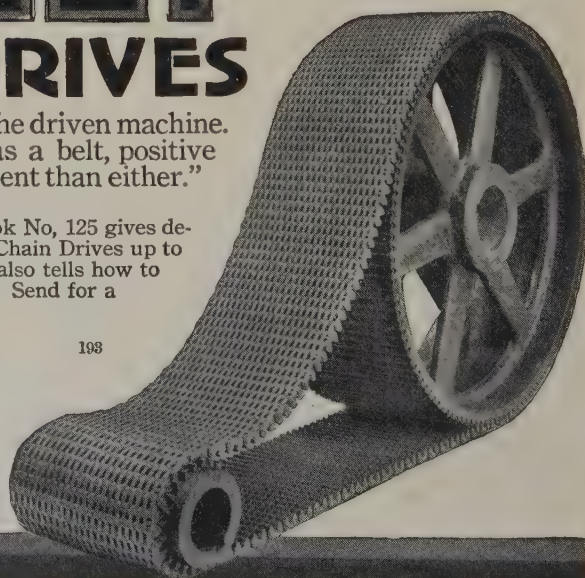
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198



Every electrical engineering and manufacturing facility of this company is being applied "without stint or limit" to the vital business of winning the war.



"The World must be Fed and!" Electric Power helps fill the market basket

Millions of men in our own and Allied lands are taken from the production of food; thousands of acres are laid waste in France, and to America falls the task of meeting the world's need for food.

Sowing more grain, planting more vegetables, raising more cattle, imposes heavy burdens upon packers, canners and the entire food industry. Meat must be dressed and preserved; vegetables and fruits must be promptly utilized, and grain harvested and stored.

Electric power helps shoulder this gigantic task. In the packing house, electric motors and control apparatus operate conveyors and countless machines for meat packing, refrigeration and the manufacture of by-products, speeding up production, saving labor and cutting manufacturing costs.

In the canning industry, potatoes are pared, peas shelled, meat and vegetables sliced, and cans and jars filled and conveyed to storage and shipping platforms, by electric power. In elevating and cleaning grain, milling it into flour, manufacturing grain-packaged foods, and in the

mixing of dough in our large bakeries, the electric motor is not only saving time and labor but is also helping to maintain the high standard of cleanliness in our food factories.

Many of America's food institutions summoned G-E industrial specialists to their aid in solving production problems. And the great manufacturing facilities of the General Electric Company gave timely assistance in furnishing the necessary electrical equipment to increase each plant's capacity.

Just as the food industry has shattered all previous records in production, so other industries, no less vital in the great task confronting the nation, can also set new standards in output by the correct application of electric power to their needs. This may not necessarily mean the purchasing of new electrical equipment.

G-E engineering specialists have been known to effect important savings in power and increases in production by rearrangements of equipment already installed. Their services are at the disposal of all manufacturers engaged in essential war work.

43-68

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the mark of leadership
in electrical development
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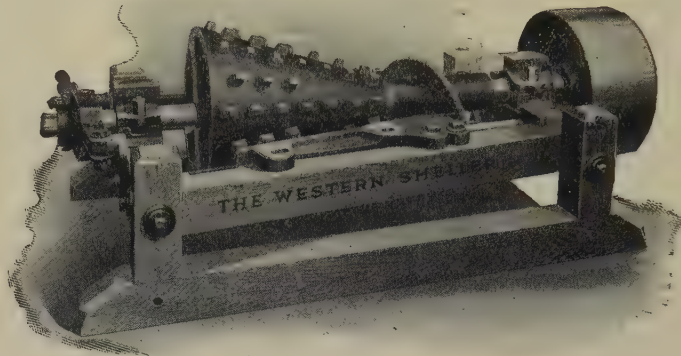


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From the Mightiest to the Tiniest

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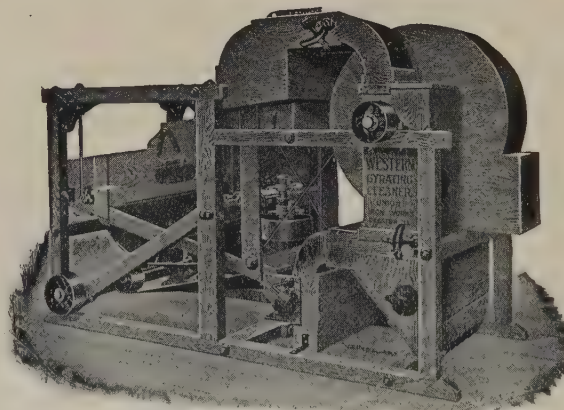
"Western" Corn Sheller

In this time of greater efficiency in the handling of grain, it behooves the elevator owners of the country to look to their equipment to see that every part of it delivers the highest class of service. If you contemplate the installation of new machinery investigate

The "WESTERN" Line

the standard line of elevator equipment the equipment recognized by grain elevator owners everywhere as the one that can be relied upon at all times. The better the machinery the better you can handle the crop. "Western" Machinery is of the better kind.

Car Loaders
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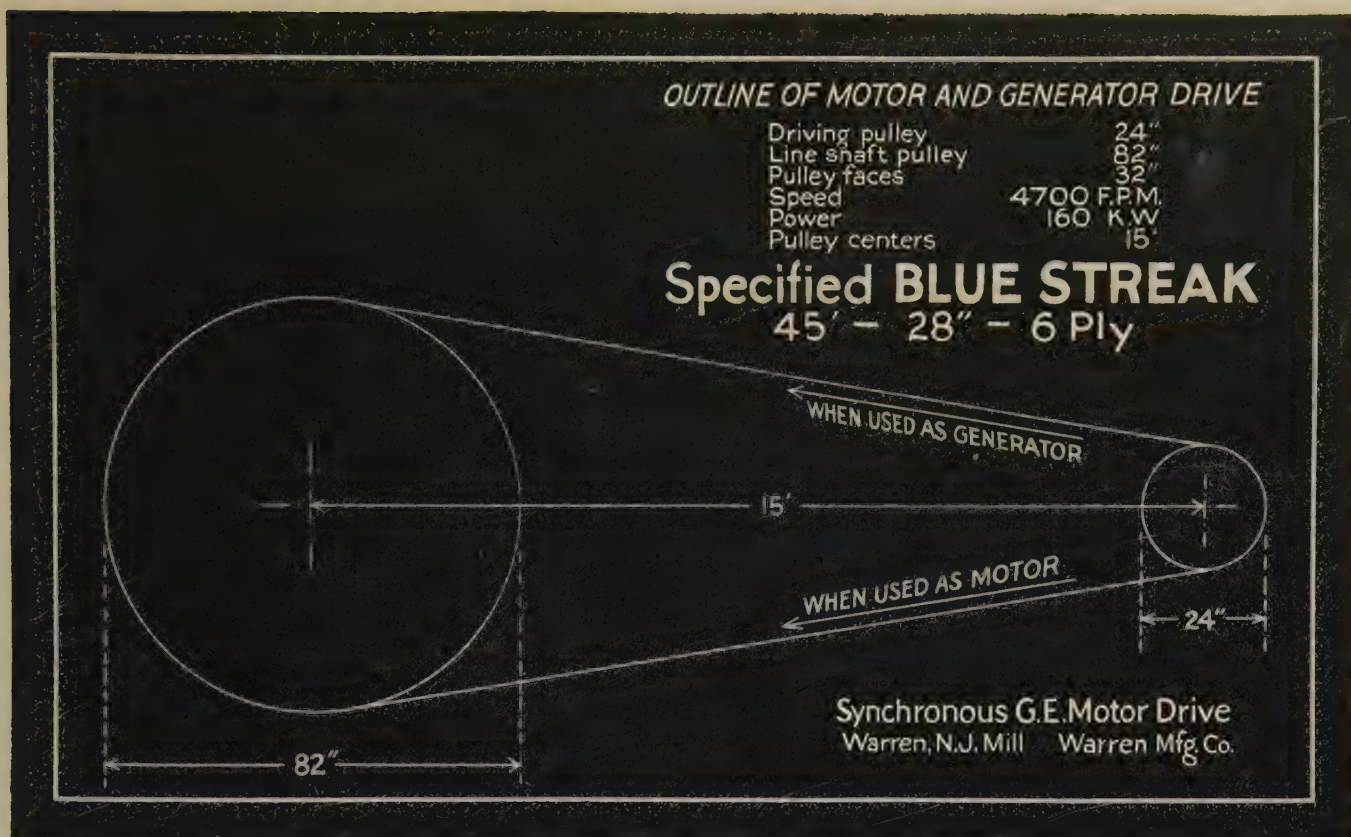
"Western" Gyrating Cleaner

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No matter what you may need to bring your elevator to the highest point of efficiency, we can supply the need. WESTERN machinery has been in use for over forty years, and has never failed to give satisfaction. If you haven't a copy of our catalog, send for one.

UNION IRON WORKS

Decatur, Illinois



Making One Belt—and the G.T.M.—Do the Work of Three

Three belts had been devoured in twelve months by a certain motor drive in the Warren Manufacturing Company's Warren, N. J., plant. All were large belts. Some were expensive belts. Together the three loaded that drive with a pretty figure of operating costs. While the third belt was petering out, a G. T. M.—Goodyear Technical Man—called. It was our Mr. Ford.

They looked at his card, asked him in, listened a while, and asked the price of a belt for that motor drive. The G. T. M. didn't even take time to ask the width of the belt—he just said that he didn't know the price. Before they could ask him what kind of salesman he was, he told them about the Goodyear plan of selling belts—of thoroughly studying conditions and then prescribing the belt that would meet those conditions most efficiently and economically. They thought of three belts of the past twelve months and reasoned that they had nothing to lose by trying the plan.

He studied that drive. It was a hard one. The speed was close to a mile a minute—and when the motor was not used as an auxiliary for driving seven beaters, it was reversed and used as a generator. The centers were short. There were a number of other peculiar conditions—but after the G. T. M. got through studying them he knew just what to do—he had seen some drives very like it and had tried out his prescription.

After allowing for special circumstances he prescribed a belt of only six plies—although many a power engineer would have said that more were necessary. But he knew the proved strength of every Blue Streak ply—a brute strength as remarkable as its pulley hugging grip. So he prescribed a twenty-eight inch six-ply Blue Streak—made endless. Although he had had great success with special fasteners of various types to fit certain conditions, he knew that the best of fasteners were hopeless here—so it was a Blue Streak made endless.

That belt was applied in November, 1916. Its cost was less than that of one of the three belts that had been so disappointing, and yet that Blue Streak lasted longer than the three together. That synchronous drive doesn't pile up any more undue costs for the seven beaters it serves, doesn't cause interruptions nor lowered efficiency any more.

If you have a belt-devouring drive that is eating too many dollars, ask a G. T. M. to call. He'll do it without charge when he is in your vicinity. There are many of them—all trained in the Goodyear Technical School—all with experience in plants similar to yours—all selling belts to meet conditions and not as a hardware store sells nails. The G. T. M.'s services are free simply because the savings they effect for purchasers are so considerable that a gratifying volume of business from the plants served is certain to come to us within a few years.

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Style No. 5055 Corn
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We illustrate above in our Corn and Seed Testing Pamphlet. Copies free upon request.

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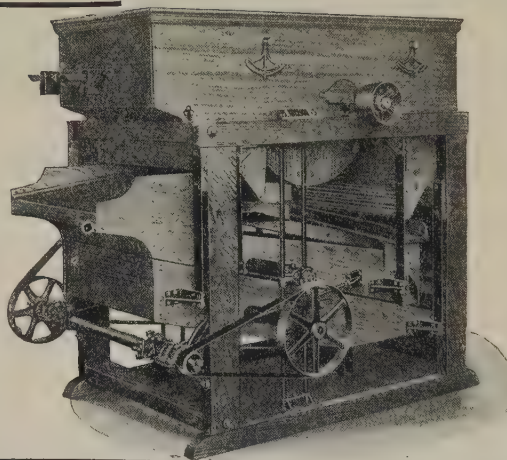
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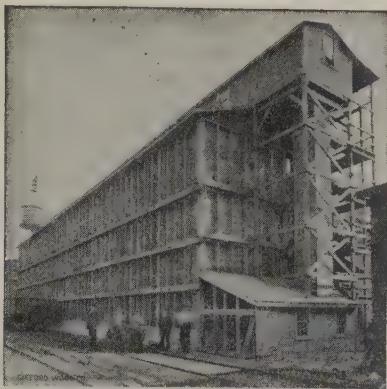
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The Wolf Perfected does
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The Automatic Dump Controller Eventually?



No, you can't afford to
say "I'll wait 'till after
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ever, AMERICA needs
elevators that have the
most modern and up-
to-date equipment, in
order to handle the
vast crops of grain that
are being raised this
year.

It is very necessary that
we save labor in every
way, and at the same time
push the work along at a
good speed.

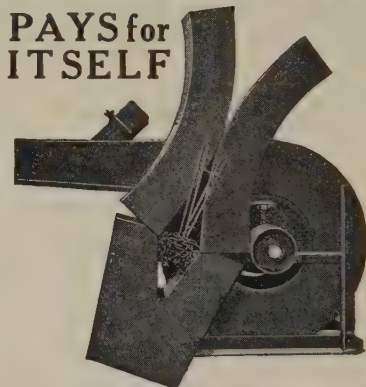
Make the controller that
you already have, like new,
by refilling it with oil.

**It's a Trade-Getter—
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Loads every car to full capacity without
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Cannot injure the tenderest grains. Simple
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It PAYS to GRIND ALL GRAINS

Look to the Grinders. They do the
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grinders are the correct principle
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mean larger grinding surface
close to center of shaft; thus More
Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation
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is the greatest time saver for the elevator operator and busy man, that has ever been devised. The whole problem of grain distribution without mixing is embraced in this simple device.

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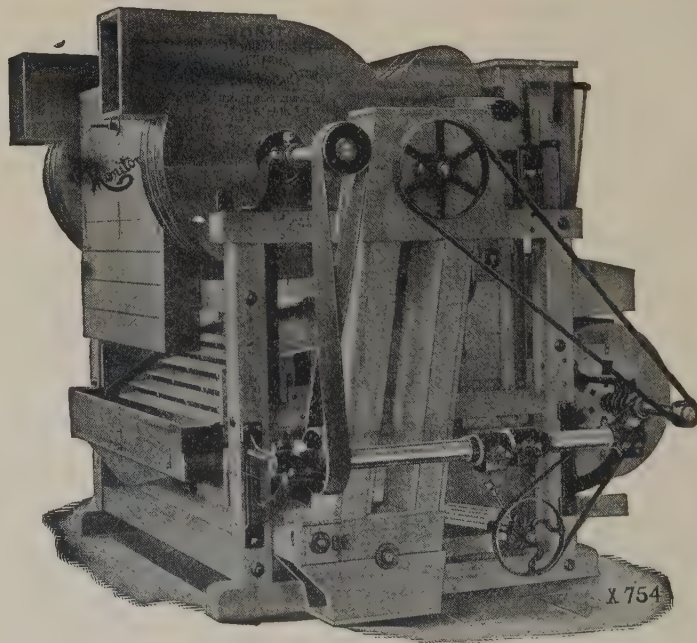


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Will do more and better cleaning of Succotash Mixtures than was ever done until this machine was produced. We stand ready to prove this in any elevator.

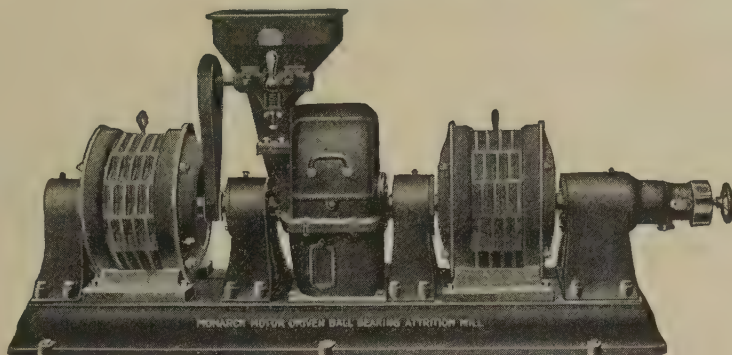
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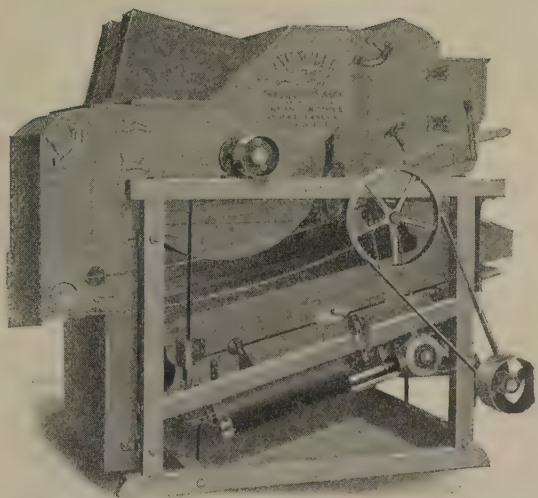
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We give you QUICK ACTION

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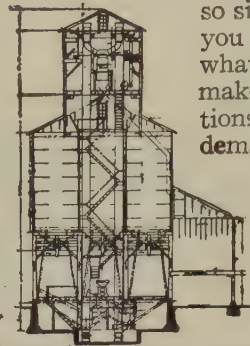
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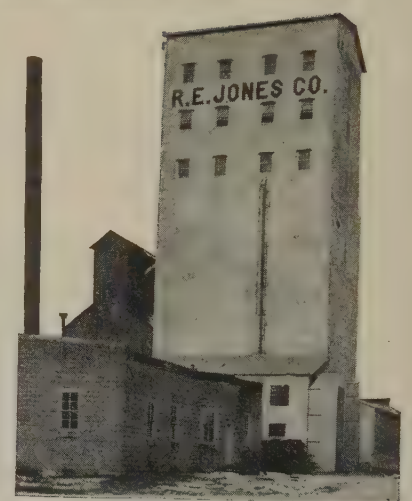
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White Star Co.
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BUILDERS of
Good Elevators
WRITE US ABOUT THE
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R. E. Jones Co., Wabasha, Minn.

We have the most complete
organization in the Northwest
for the construction of

**GRAIN and COAL
ELEVATORS**

T. E. Ibberson Company
MINNEAPOLIS, MINN.

THE GRAIN DEALERS JOURNAL is worth
the money to us.—J. W. Bradway, mgr.
Virden Grain Co., Virden, Ill.

Shippers' Record Book No. 20

is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH" and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance. Wide columns are provided for recording these facts under the respective heads.

Price \$2.00. Address,

GRAIN DEALERS JOURNAL,

La Salle Street, Chicago, Ill.

Canadian Government Grain Elevator

Port Arthur, Ontario

Capacity 3,500,000 Bushels

The Last Word in GRAIN ELEVATORS

Designed and Built by

Barnett-McQueen Co., Limited

OFFICES { FORT WILLIAM, ONT.
DULUTH, MINN.
MINNEAPOLIS, MINN.



Pennsylvania Railroad Co.'s Terminal Elevator at Erie, Pa. 1,250,000 storage capacity, with marine leg, 25,000 bu. receiving capacity. All concrete, modern construction, with latest improvements.

Designed and built under the direction of

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THE MOST MODERN ELEVATOR IN THE WORLD

Now in course of construction at Canton, Baltimore, Md., for the Pennsylvania Railroad.

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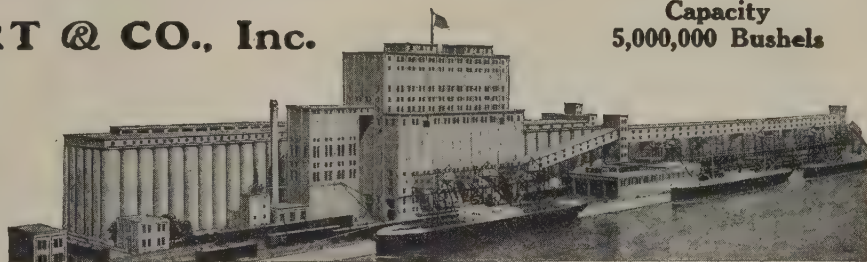
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IN ALL PARTS OF THE WORLD
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We can furnish and install equipment in old or new elevators, guaranteeing greater capacity with less power, and positive Non-Chokable working leg. Let us show you.

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Any Size or Capacity

523 Board of Trade Bldg., Indianapolis, Ind.

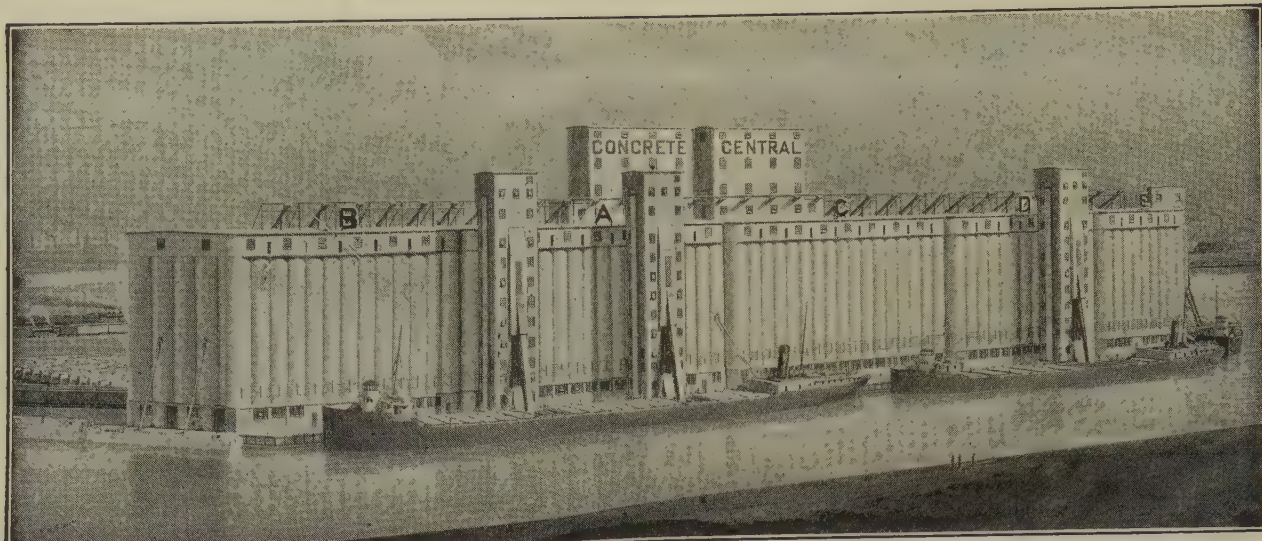
D. F. HOAG & CO.

Designers and Constructors of

GRAIN ELEVATORS

Corn Exchange, Minneapolis

We certainly appreciate the Grain Dealers Journal, and congratulate you on the way you keep up the flow of information.—The Capitol Mfg. Co., R. E. Hedges, sales mgr.



CONCRETE-CENTRAL ELEVATOR—BUFFALO

	ORIGINAL CONTRACT	ADDITIONS
Concrete-Central	Sec. A, 1915	B, 1916. C, D, E, 1917
Shredded Wheat	1911	1913 & 1914
Connecting Terminal	1914	1916
A. J. Wheeler	Monarch Elevator	Wheeler Elevator
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The Record of Satisfactory Work		Its Reward

MONARCH ENGINEERING COMPANY

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The Foos Oil Engines

The Foos Gas Engines, operating on Natural Gas, Producer Gas, Gasoline, and other liquid fuels, will furnish power at a cost per bushel from 50 to 75 per cent less than any other kind of power. More reliable than water power—easier to operate than a steam plant. A Foos Engine will save enough to pay for the entire plant in a short time.

Bulletin on Request.

THE FOOS GAS ENGINE CO.

Linden Ave.

SPRINGFIELD, OHIO

POST YOUR PRICES

TODAYS PRICES	
OATS	45
CORN	77
WHEAT	101
RYE	118
BARLEY	134
CLOVERSEED	950

and stick to them. The farmer likes to know he is getting a square deal.

An attractive, convenient Bulletin for posting the prices you are bidding for grain, seeds and hay, will save you money.

Price Posting Bulletin Form 1 is made of heavy No. 30 gauge steel, japanned so that it will not rust. Top piece contains the words "TODAY'S PRICES" in bold, white type; punched for screw hooks. Six card holders are hung to top so as to provide room to post prices bid for different commodities.

Card holders are turned over on top and bottom edges so they will hold the cards firmly. Complete set of cards bearing the words, Oats, Wheat, Rye, Barley, Y. Corn, W. Corn, Flax, Clover, Timothy, Alsike and Hay; and 10 sets of digits so that the price of each commodity may be easily and quickly posted.

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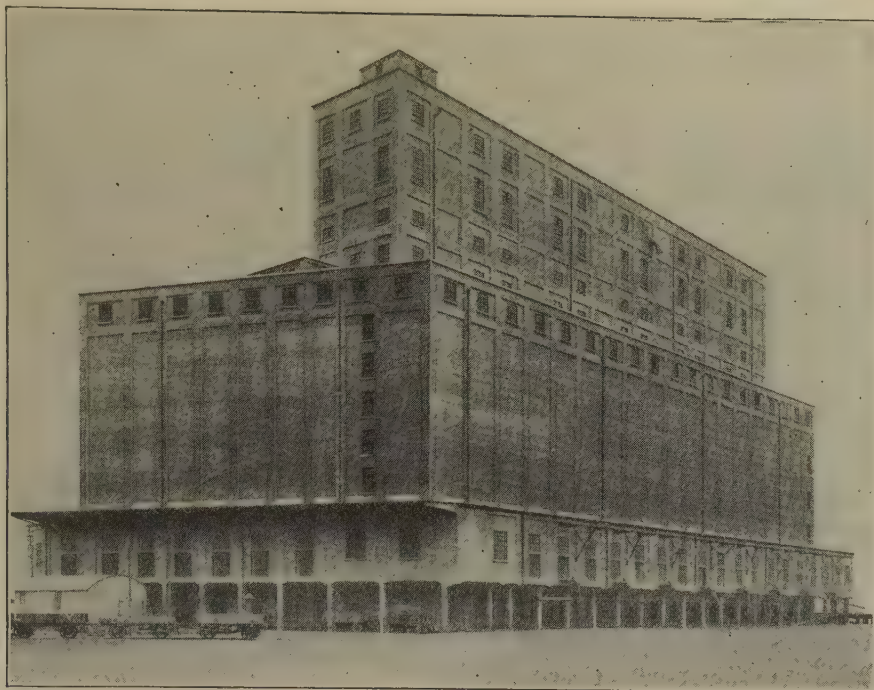
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GRAIN DEALERS JOURNAL

315 South La Salle St.

Chicago, Ill.



Elevator No. 2

Manchester Ship
Canal Company

Manchester, England

1,500,000 Bushels

John S. Metcalf Co., Ltd., Grain Elevator Engineers

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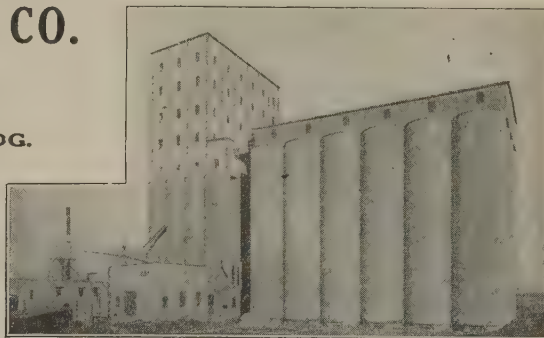
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GRAIN EXCHANGE,
FORT WILLIAM, ONT.

UNION BANK BLDG.
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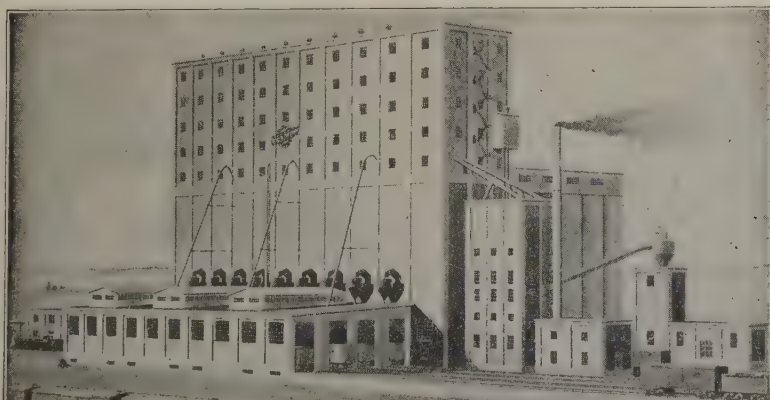
THIS IS WHAT WE DID IN 1917

500,000 Bu. Fireproof Elevator, C. G. Ry., St. John, N. B.
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1,000,000 Bu. Fireproof Elevator, C. G. Ry., Transcona, Man.
Fireproof Treating Plant, Anchor Elevator, Winnipeg, Man.
Complete Fireproof Plant—Mill, Warehouse and Elevator—for
the Echo Flour Mills Co., Gladstone, Man.



Canadian Government Railways Elevator, Transcona Man

WE HAVE AN ENVIABLE RECORD FOR SERVICE



The 1,250,000 Bushel C. & N. W. Elevator

at

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is the latest acknowledgment of our
capabilities as Grain Elevator Engineers
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1250 Monadnock Bldg., CHICAGO, ILL.

Builders of Modern, Fireproof
MILLS AND ELEVATORS

\$200,000,000 Yearly Lost by Rat and Mouse Damage

IT TAKES 300,000 MEN JUST TO REPAIR THIS DAMAGE

Stop It
by Using

Feed directly
from the can.

No money if
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Rat Cure

NEVER FAILS

No Mixing
No Odors

Get our deal-
ers' proposition.
Send for printed
matter then you
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urging.

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Bloomfield, N. J., U. S. A.

THE MILLER NON-FREEZING PUMP TYPE FIRE EXTINGUISHER

Capacity 2½ Gallons



Simple
Operation
of a
Pump

Discharging
and
Stopping
at will

Non-
Freezing
40 below
Zero

Harmless
to Flesh
or
Fabrics

Throws a Continuous Stream 45 Feet
CONSTRUCTION of this appliance MUST NOT BE CLASSED
with the ordinary pump in general use.

UNDERWRITERS' LABORATORIES, INC.
INSPECTED
HARD PUMP FIRE EXTINGUISHER
2½ GALLONS

Can be tested any time without the loss
of liquid, the solution being discharged
back into the shell through the filler.

A Practical and Reliable Fire Appliance for all Seasons of the Year

OUR NON-FREEZING PUMP TYPE FIRE EXTINGUISHER

is constructed of heavy copper, brass and non-kinking
hose. It has withstood an unlimited test in every
detail for durability and efficiency, under all condi-
tions to which an appliance of this kind is subjected
in general use, by the Underwriters' Laboratories, Inc.,
under the direction of the National Board of Fire
Underwriters.

Can be tested any time without the loss of liquid,
the solution being discharged back into the shell
through the filler.

There is no time lost in generating a pressure. A
powerful, continuous stream forty-five feet is thrown
immediately, which can be stopped and put into action
at will, preventing any waste of liquid.

Miller Chemical Engine Co.

Builders General Fire Appliances

220-222 W. Huron St.

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THE ROBERTS ALFALFA MILL

When fitted with baled hay attachment will grind baled hay as readily
as loose hay without the operator breaking the bales.

The Roberts Packers are especially designed for alfalfa meal, easily
operated and do not tear the bags.

Maximum capacity with minimum power.

Write for catalog and descriptive matter.

THE ROBERTS MILL & MACHINERY COMPANY

1725-31 Blake Street, DENVER, COLORADO

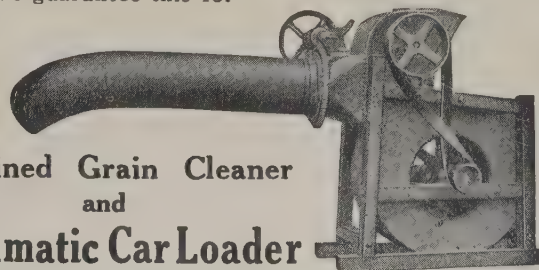
CLEAN AND LOAD IN ONE OPERATION

Now that grain is commanding such a high price and there is and will
be such a demand for it, it behooves you to load it properly, this means
that you should use a Car Loader that cleans and loads at the same
time. We guarantee this for

The

Combined Grain Cleaner
and

Pneumatic Car Loader



Used by hundreds of elevator owners. List of users will be sent you on
request.

Write for list and circulars

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

It does not mill
or crack the
grain; fills cars
to full capacity;
strong, durable,
requires no at-
tention after
starting. Cools
and dries the
grain as it
passes through
the air.

LOOK AT

your metal work—and repaint
at once if needed with



DIXON'S
Silica
PAINT
Graphite

because you will find it costs
less per year of service. Never
buy protective paint on "lower
price per gallon" arguments.
"Lower price per year of serv-
ice" is the logic which wins
out for Dixon's Silica-Graphite
Paint. It has a world-wide rep-
utation of over fifty years.
Made in First Quality Only.
Send for Booklet No. 15-B.

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JOSEPH DIXON CRUCIBLE COMPANY



Established 1827



KENNEDY CAR LINERS

Prevent Leakages

Avoid Claims

Saves Money

Used by Thousands of
Progressive Shippers

MADE BY

THE KENNEDY CAR LINER & BAG CO.

SHELBYVILLE, INDIANA

WAGON HOISTS AND DUMP IRONS



Used PULLEYS
SHAFTING
BOXES, Etc.

Send for Lists

W. D. BROWNING

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The GREATEST MOTHER in the WORLD

holds a sacred place of honor within our homes and in our hearts

THE message that the American people stand as one behind our brave boys and gallant Allies, is the most cheerful "Merry Christmas" we can send them.

Let us make this a Red Cross

Christmas—let us see to it that every member of every family joins the Red Cross. She is warming thousands, feeding thousands, healing thousands from her store—the Greatest Mother in The World.

All you need is a Heart and a Dollar

RED CROSS CHRISTMAS ROLL CALL

December 16—23



Contributed Through
Division of Advertising



United States Gov't Comm.
on Public Information

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THE GRAIN DEALERS JOURNAL, 305 So. La Salle St., Chicago

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

FOR SALE—Elevator for corn and wheat. 10 H. P. Electric Motor, new. Building and machinery in good condition. Now doing business. Tudor & Co., St. John, Kansas.

30,000 BU. ELEVATOR for sale, complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

20,000 BU. ELEVATOR, frame building, for sale. Located at Osage, Iowa, on C. G. W. R. R. Very cheap. Write Buy, Box 3, Grain Dealers Journal, Chicago.

FOR SALE—Grain elevator, coal and feed business in western Ill. Located in splendid territory, competition ideal. Address "Get-Busy" Bx. 10, Grain Dealers Journal, Chicago.

FOR SALE—Two grain elevators in central Indiana. Good locations, no competition, will sell together or separately. Address Indiana, Box 11, Grain Dealers Journal, Chicago.

FOR SALE: An elevator and coal business in central Iowa. Good proposition. Owner has other business and must sell. Address Central Iowa, Box 7, c-o Grain Dealers Journal, Chicago, Ill.

FOR SALE OR RENT—Two grain elevators. One equipped with cleaning machinery. Splendid shipping facilities. Address Frank C. Blodget, 600 Flour Exchange, Minneapolis, Minn.

DOUBLE YOUR MONEY within three years by investing NOW in Ohio elevator and coal business. \$16,000 cash—no trade. Address Double, Box 5, % Grain Dealers Journal, Chicago.

FOR SALE—Grain Elevator, Coal, Flour & Feed business to settle estate. Located in good grain territory. A regular money maker. Address Grain Box 9, Grain Dealers Journal, Chicago.

FOR SALE—65,000 bus. elevator in North Central Ill. Handles over 200,000 bus. grain annually. No competition. Best proposition in the state and a bargain if taken soon. For particulars address H. E. Jewell, Magnolia, Ill.

FOR SALE OR LEASE—8,000-bu. capacity elevator, with good farm implement business. Advancing years and death in the firm makes it advisable to sell. Good grain locality. Good business. For complete information apply to Alex Verdot & Co., Bonnot's Mill, Mo.

ELEVATOR FOR SALE.

18,000 bu. cribbed elevator, near station, good shape, in the best wheat section of N. Dakota. Reason too much to handle. Reasonable price. Address Elev., Box 1, care Grain Dealers Journal, Chicago.

FOR SALE or rent 12,000 bu. elevator equipped with new 20 H. P. Fairbanks engine, corn sheller and cleaner, chop rolls, oat clipper, cleaner scourer, 4 bu. automatic scales, new wagon scales, car loader, manlift. Everything complete. 2 legs. Also N. E. Qr. of Sect. 4, Twp. 31, R. 5. In N. E. part of Harper Co., Kansas. Address Box 15, Chetopa, Kans.

ELEVATORS FOR SALE.

ELEVATOR for sale, rent or trade for farm. Big business. Address Jos. J. Martin, Box 66, Goodells, Mich.

FOR SALE—At a bargain if taken soon, two elevators in good grain country, one in Eastern South Dakota, one in Southwestern Minnesota. Address Blank, Box 11, Grain Dealers Journal, Chicago.

FOR SALE OR EXCHANGE—Will sell or exchange for town property or farm an Ohio country elevator handling 300 cars of grain, hay and merchandise. Price \$4,500. Address H. F., Box 11, Grain Dealers Journal, Chicago.

FOR SALE—20,000 bu. cribbed elevator with coal, cement, tile and feed business in connection. In good grain territory. Splendid shipping facilities. No better location in state. Elevator just recently electrically equipped. Address W. R. Lines, Messick, Indiana.

FOR SALE—In central Iowa only elevator and lumber yard at station which has store, bank, church and consolidated school. If you are interested in a good business write for full particulars to Sam, Box 11, Grain Dealers Journal, Chicago, Illinois.

FOR SALE—\$10,000 will buy 50,000 bushel cribbed elevator on "Q" in heart corn, oats and wheat belt. Best station Western Ills., includes dwelling and land, electric power and lights. Small payment down, balance easy. Address Inc., Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE—New Elevator, 8,000 bus. capacity, and feed store, 50x75 ft., drawing from large territory and covering new government irrigation project. No competition. Doing fine business in Grain, Coal, Hay and Feed. Good reason for selling. Write for prices and particulars. C. K. Anderson, Henry, Nebraska.

FOR SALE—Old established grain business, consisting of two elevators in adjoining towns near Des Moines, Ia. A money maker, 125,000 bu. shipped since July 15th. Price only \$15,000 and will carry \$5,000 back if desired. Fine residence also for sale on terms. Going to retire and don't answer unless you mean business. Address Owner, Box 11, Grain Dealers Journal, Chicago, Ill.

AN UP-TO-DATE grain elevator office means one with a safe, modern filing devices, a typewriter, an adding machine, labor saving account books, codes, grain tables, simplified book-keeping books. Wherein does your office fall short? Write and tell us about it and we shall be glad to either furnish you with, or tell you where you may secure everything necessary to make your office a strictly modern one. **THE WANT AD MAN.**

MEN WANTED—Elevator managers are in demand. Insert your advertisement in the Grain Dealers Journal to get the position that is waiting for you.

WANT A JOB as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situation Wanted" column of the Grain Dealers Journal.

ELEVATORS WANTED.

WANTED—To buy well located country elevator, preferably in Nebraska. Address WAN Box 7, Grain Dealers Journal, Chicago.

WANTED—An elevator for 160 acres of raw prairie land in Richland Co., N. D., price \$50. per acre. Make offer. Dvorak, Wyndmere, N. D.

WANT ILLINOIS Elevator—Send me full description at once. Will pay \$10,000 to \$15,000. Address Illinois, Grain Dealers Journal, Chicago, Ill.

INDIANA ELEVATOR WANTED—Central or Western part of state, \$8,000 to \$12,000. Write me full particulars. Address Confidential, Box 11, Grain Dealers Journal, Chicago.

WANTED—We are in the market and will pay cash for one or two suitable grain stations in northwestern Illinois. Do not object to side lines, but not interested in lumber. Address Northern, Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

WHEN YOU want to buy or sell Nebraska or western Iowa elevators, write to Julian L. Buckley, elevator broker, David City, Nebr.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

BUSINESS OPPORTUNITIES.

WILL CONSIDER proposition from party experienced in the flour and feed business to enter into partnership or employment at a liberal salary. Have a large malting plant in Buffalo which could be converted into a mill. Have a frontage of 1,200 feet on New Erie Barge Canal on one side and N. Y. C. railroad on the other side. Ample capital to finance large business or will sell property at a bargain with only a small payment down required. GEO. J. MEYER MALTING CO., 1314 Niagara St., Buffalo, N. Y.

OFFICE SUPPLIES.

SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co., of Ill., 409 N. 4th St., St. Louis, Mo.

FOR SALE—Burroughs, Wales, American, Dalton, Standard, etc., adding machines half retail prices, fully guaranteed. Typewriter bargains, all makes. Get illustrated catalog and bargain list. Minnesota Typewriter Exchange, Department G, 326 Third Avenue, South, Minneapolis, Minnesota.

YOU WANT to get in touch with a better position than the one you have. There is a better one awaiting you. In fact, just the position you want you will locate thru the **HELP WANTED** columns.

ENGINES FOR SALE.

FOR SALE—One 25 H.P., one 35 H.P. and one 45 H.P. Miami gas engines in excellent condition. The Shartle Bros. Machine Co., Middletown, Ohio.

FOR SALE—12 H. P. Stover gasoline engine. Only used one year, in good condition—price \$350. Same engine from dealer will cost \$522. Cheyenne Wells Elevator Co., Cheyenne Wells, Colo.

FOR SALE: 25 H-P Charter Oil engine with clutch pulley, fuel tanks and piping, one year old same as new, immediate shipment \$800. Address Home Milling Co., Fargo, N. Dakota.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

STEAM ENGINES, BOILERS.

FOR SALE—One 75 h. p. St. Louis Corliss engine in good condition. Used very little. Maney Export Co., Oklahoma City.

FOR SALE—60 h. p. Twin City Corliss Engine, 54x14 Tubular Boilers—Cochrane Heater, all piping. \$1,200 F. O. B. Box 17, Craig, Nebraska.

BOILERS—high pressure, 18, 20 and 30 h. p. Engines 6, 10, 20, 60 and 150 h. p. Gas engines, 6, 9, 26 & 30 h. p. Heaters, pumps. Casey Boiler Works, Springfield, O.

FOR SALE: Compound Engine, 14x30x42, with surface condenser and belt pump, 1 Sterling water tube boiler, 150 h. p., one flywheel 15 ft. in diam., ten grooves, 1½ in. rope. Red Wing Mfg. Co., Red Wing, Minn.

FOR SALE: 12x36 Atlas Corliss 100 h. p. engine, good condition. 60x18 low-pressure 100 h. p. boiler, good condition. Frame for Barnard & Leas three-pair high 9x24 corn mill. Good condition. The Hadley Milling Company, Olathe, Kansas.

FOR SALE—One 9x14 Atlas Engine, 25-h.p., with Chandler Taylor 35-h.p. 44" Tubular Boiler, 14 ft., 26 flues 3½ inch, and 50 foot iron stack, all in first class condition. A big bargain to first comer at \$700 f. o. b.

STUDEBAKER GRAIN & SEED CO. Bluffton, Indiana.

SITUATIONS WANTED.

WANTED—Position as office man. Good education, long experience, sober, industrious. C. J. Meyer, Ogamaw, Arkansas.

ELEVATOR MAN with years of experience in buying and handling grain and hay wants position. Good references furnished. Address Edw. A. Walker, Hanna, Indiana.

SITUATION WANTED—Have had five years' experience in grain business. Want position as manager elevator. Will give references. At present employed. Address Will, Box 10, Grain Dealers Journal, Chicago.

POSITION WANTED as manager of grain elevator or solicitor. I have had long experience in handling grain, seed, flour and coal. Best of references furnished. Address O Ind., Box 10, Grain Dealers Journal, Chicago.

EXPERIENCED grain man wants position as solicitor with good firm. Kansas territory preferred. Have fair acquaintance with grain dealers and am a good mixer. Address Merc., Box 11, Grain Dealers Journal, Chicago.

WANTED—Position as manager of elevator in good town where there is a good school. Have had two years' experience as manager for an Equity Elevator. Can give present employers as reference. Address Ex, box 8, % Grain Dealers Journal, Chicago.

POSITION WANTED—As manager of grain elevator by experienced, temperate single man. Knows practically entire line from small station to large towns. References and bonds in any amount. Address Key, Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as Manager at country grain elevator. 10 years' experience at buying & selling. Employed at present. Good reason for change. Satisfactory reference. Married, not subject to draft. Submit your offers. Will correspond. Address X. Y. Z., Box 8, Grain Dealers Journal, Chicago.

WANTED POSITION as bookkeeper or stenographer in western or northwestern state by young lady of nine years' experience. Capable taking entire charge smaller office. Position must be permanent and good opportunity for advancement. Address Bookkeeper, Box 11, Grain Dealers Journal, Chicago.

WANTED—Position with some good elevator concern with a prospect of buying an interest in the business later if the proposition appeals. Can do any kind of work—office, mechanical, engineering—having built two elevators in my time. 20 years' thorough experience and adaptable. Address Star, Box 11, Grain Dealers Journal, Chicago, Illinois.

Don't get "down in the dumps" and be discouraged because you have no position. What you need is a Journal Want Ad. There is a Job for you and do not forget it. There is a job for every man of industry and good habits. The Journal reaches the man who is looking for you and tells your case to him. No other method is so good for getting a job in the grain line. No other method converts discouragement into encouragement so quickly.

To BUY or SELL RENT or LEASE an ELEVATOR

Place an adv in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns.

MALE HELP WANTED.

WANTED—Traveling representative in Iowa for a Milwaukee Grain Commission Firm. Address Soo, Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED—Three good buyers for country wheat stations. State experience, ability and lowest salary in first letter. Address Ben, Box 10, Grain Dealers Journal, Chicago.

WANTED—An experienced grain man for Farmers Elevator. One who is acquainted with lumber preferred. Give full information with application. Box 121, Leith, N. Dakota.

HELP WANTED—Elevator superintendent with terminal market experience; state experience, past employers, salary. Address Co., Box 11, % Grain Dealers Journal, Chicago, Illinois.

WANTED—Live wire grain man for Oklahoma. State where, when and for whom you have worked and salary expected in your first letter. Address Livewire, Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED—Experienced inspector for Grain and Hay Exchange. State salary wanted, experience, age and date you can come. Reference required. Address F. H. Baldy, Supt. Grain and Hay Exchange of Pittsburgh, Pa.

GRAIN SOLICITOR WANTED—We have a good opening for an experienced traveling solicitor. Well acquainted with the Grain Trade. Position permanent, good salary and opportunity for future advancement. References required. Address Moering Grain Co., 511 Chamber of Commerce, Milwaukee, Wis.

DYNAMOS—MOTORS.

FOR SALE—Fairbanks-Morse 2½ K. W. 125 V. Dynamo. Address E. Daddow, Sargent, Nebr.

WE BUY, sell, rent and repair dynamos and motors. A. H. Nimmo Electric Company, Detroit, Michigan.

FOR SALE—¾ H. P. brand new 500 volt direct current Gen. Electric Motor. Address L. J. Kaiser, Maroa, Ill.

ELECTRIC motors, generators, also engines; guaranteed condition. We buy, rent, sell and repair. Independent Electric Machinery Co., Kansas City, Mo.

FOR SALE—Electric Light Plant, 2 H. P. Gasoline Engine, 40 Light Dynamo all complete—\$100. Also larger size Generators and Motors. Write us your wants. Aaron Electric Co., 15 S. Clinton St., Chicago, Ill.

FOR SALE—220 V-A. C. 3 Ph. 60 Cy.

1-50 G. E. 900 R.P.M.
1-25 G. E. 1200 R.P.M.
1-20 Wagner 1140 R.P.M.
1-15 Wagner 1140 R.P.M.
1-7½ Ideal 1730 R.P.M.
1-3 G. E. 1800 R.P.M.
1-1 Wagner 1800 R.P.M.

Gordon Sply. Co., Chicago Heights, Ill.

FOR SALE

Unusual Opportunity

One of the largest and best equipped Mixed Feed Plants in the country. Prominent southern city. Dairy and Horse feed brands well established. Now doing a large business in all sections. Owners unable to give personal attention account of other interests.

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Chicago



\$50,000 Worth of Power Transmission Machinery Bargains.
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Send for Bargain List No. 18-T.
TEUSCHER & SON MACHINERY SUPPLY CO.
ST. LOUIS, MO.
We Buy All Kinds of Machinery Plants.

MACHINES FOR SALE.

FOR SALE—No. 4 Eureka Rec. Separator, capacity 300 to 500 bus. Just refitted. Oregon Fike, Howard, Ohio.

WE BUY & SELL Boilers, Steam & Gaso. Engines, Motors, Scales, Elev. & Mill Mach'y. of all kinds. National Mach'y. Warehouse, 700 W. 22nd St., Chicago.

FOR SALE—Bowsher No. 8 grinder with bag elevator. Used 2 or 3 years, good condition. Will crush ear corn. Price \$60 f. o. b. cars. Write O. Gandy & Co., South Whitley, Indiana.

FOR SALE—1 No. 3 Monitor W. H. Separator in good condition. Immediate delivery.
STUDEBAKER GRAIN & SEED CO.,
Bluffton, Indiana.

FOR SALE—One No. 8 Bowsher Feed Mill in perfect running order. First person sending us check will get this machine. Price f. o. b. cars point shipment. Goodrich Bros. H. & G. Company, Winchester, Indiana.

FOR SALE—Marselles combination corn sheller and cleaner No. O, about 200 bus. capacity. Used 10 years. Fair condition. Will do for light mill work. Will sell at \$45 f. o. b. cars South Whitley, Indiana. O. Gandy & Company, So. Whitley, Ind.

FOR SALE—Three Barnard & Leas plan-sifters, No. 3, extra silks; one Niagara upright bran duster; one American attrition mill, 22 in.; one Richmond oat separator; four Geo. T. Smith purifiers. Address Charles P. Coles Company, Ltd., 402 Pender Street, Vancouver, B. C.

FOR SALE—1000 feet of spiral steel conveyor 4" to 16". Big lot of heavy elevator belting and cups, Salem buckets. No. 7 Clipper, No. 3 Monitor, No. 3 Eureka Receiving Separator. 20 carloads of everything in the elevator and milling line. A. D. Hughes Co., Wayland, Mich.

FOR SALE—Cheap. One No. 20 cc Sprout-Waldron Grinder. This Grinder has never been used. Has a capacity of 6500 lbs. per hour. Drive No. 57 goes with machine. Also have one Bowsher feed grinder, with extra set of burs. This machine has been used some, and will grind about 2000 lbs. per hour. The Brush Farmers Co-op. Elevator Co., Brush, Colo.

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REAL BARGAINS**

Prompt Attention. Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,
9 S. Clinton St., Chicago, Ill.

MISCELLANEOUS FOR SALE.

FOR SALE—A Bargain, new 14-inch Burrell Mfg. Co.'s Boot. Address A. C. Kaiser Co., Homer, Illinois.

FOR SALE—1 Boss Loader in fair condition.

Miscellaneous lot of shafting, 1-15/16" and 2-7/16".
STUDEBAKER GRAIN & SEED CO.
Bluffton, Indiana.

FOR SALE—On account of going out of business a feed grinding outfit, 25 H. P. Lozier Horizontal Gas Engine in first class running order; also a 24" double disc Sprout-Waldron Attrition Mill, chain oiled bearings, run about 6 months; some shafting, elevators, pulleys & belting included. Would sell separate or complete. D. L. Wilkinson, Batavia, N. Y.

MISCELLANEOUS WANTED

WANTED—Corn Mill, Roller preferred. State condition and capacity and price in offer. E. Stockham Grain Co., Omaha, Nebraska.

WANTED—Either Burroughs or Wales adding machine; also either 2 or 3 h.p., 3-phase, 220-volt motor. W. E. Gest, Defiance, Ohio.

ELECTRIC MOTORS and Machinery at once. Do you want a motor? Write us. Largest stock in America.

NATHAN KLEIN & CO., 208K Centre St.,
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WANTED—Ry. Track Scales, Engine and Boiler 100 to 125 h. p. 30 to 40 Oil engine. Other elevator and corn mill equipment. Address Ark, Box 11, Grain Dealers Journal, Chicago, Ill.

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WE HAVE FOR SALE several refit Wagon Scales. Also one 3-bu. Richardson Automatic and one 4-bu. Fairbanks. W. H. Cramer Construction Co., North Platte, Nebr.

ONE 20-Ton Truss Lever Scale, 8 ft. wide, 22 ft. long; four 20-ton railroad track pattern scales, 9 ft. wide, 14 ft. long. All in first class condition. For prices and full particulars write The Milwaukee-Western Fuel Co., 14 Grand Av., Milwaukee, Wis.

FOR SALE—One four-ton type registering beam, steel frame, Fairbanks wagon scale, with extra set of levers. Wells-Abbott-Nieman Co., Schuyler, Nebr.

FOR SALE

Steel Grain Tank, fifty thousand bushel capacity, very reasonable.

CLOVER LEAF MILLING CO.
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SCALES REPAIRED AND SOLD

50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

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GRAIN DEALERS JOURNAL

I THINK the Grain Dealers Journal a good paper.—H. W. Hill.

WE LIKE the Grain Dealers Journal.—Farmers Grain & Coal Co., Jamaica, Ia.

YES, we like the Grain Dealers Journal.—Farmers Union Mill & Elevtr. Co., Munday, Tex.

WE cannot say a word against the Grain Dealers Journal.—Oscar Farmer & Sons, Louisville, Ky.

WE CALL the Grain Dealers Journal a necessity around our office.—The Cabery Farmers Grain Co., R. C. Hughes, mgr., Cabery, Ill.

I HAVE found the Grain Dealers Journal to be very useful.—T. L. Berringer, agt. National Elevtr. Co., Brant, Alta., Canada.

THE Grain Dealers Journal is a splendid paper for the field it is intended to cover.—John Dever, pres. Adrian Elevtr., S. & S. Co., Adrian, Mo.

WE GET LOTS of valuable information from the Journal.—Farmers Grain & Elevtr. Co., Groom, Tex., S. W. Lane, mgr.

I BELIEVE that no grain man can afford to get along without the Grain Dealers Journal.—Brahmstadt Bros., Kramer, Neb.

My acquaintance with the Grain Dealers Journal results in my wishing it was issued more often because it is interesting as well as reliable.—A. D. Harbin, Chattanooga, Tenn.

WE ARE a friend to the Grain Dealers Journal and have read it for the past 18 years, and appreciate its very interesting editorials. Furthermore, it gives some information which is very valuable to the grain men generally, and which seemingly cannot be obtained elsewhere.—Marshall Bruce, pres. Holdridge Grain Co., St. Joseph, Mo.

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For Grinding, Elevating and Conveying all kinds of grain, of standard makes, from smallest to largest capacities.

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REBUILT
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MACHINERY

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Gilchrist & Co. of McGregor, Iowa, write under date of July 13, 1918—"You can discontinue our ad in the GRAIN DEALERS JOURNAL as we have sold the elevators we advertised. You may be interested to know that the first enquiry resulted in a sale a few days after we received it."

Directory Grass Seed Trade

ATCHISON, KANS.

Manglesdorf Seed Co., The, wholesale seeds.

BALTIMORE, MD.

Scarlett & Co., Wm. G., whse. seed merchants.

BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses
McCausland, Sam'l, ryegrass and dogstail.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds.
Johnson, J. Oliver, seed merchant.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field, garden seeds.

CLAREMORE, OKLA.

The O'Bannon Co., grass seed dealers.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.
Crawfordsville Seed Co., seed merchants.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

GIBSON CITY, ILL.

Noble Bros., whse. seed merchants.

INDIANAPOLIS, IND.

Southern Seed Co., field and garden seeds.

KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp.
Peppard Seed Co., J. G., wholesale seeds.
Rudy-Patrick Seed Co., wholesale seeds.

LOUISVILLE, KY.

Chambers Seed Co., grain and field seeds.
Hardin, Hamilton & Lewman, gra. & fld. seeds.
Lewis Implement & Seed Co., field sds. & impts.
Louisville Seed Co., clover & grasses.
Wood, Stubbs & Co., grass & garden seeds.

MACON, GA.

Georgia Seed Co., field and garden seeds.

MEMPHIS, TENN.

Russell-Heckle Seed Co., all southern seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
L. Teweles Seed Co., field seeds.

MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.
Minneapolis Seed Co., seed merchants.
Northrup, King & Co., wholesale seeds.

NEWBERN, TENN.

Cole Seed Saver Co., Japan clover whisl.

NEW YORK, N. Y.

Loewith Larsen & Co., grass & field seeds.
Doughten, Inc., H. W., grass & field seeds.
Nungesser-Dickinson Seed Co., whls. seed mchts.
Radwauer, I. L., field & grass seeds, exp. impts.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.

ROCKFORD, ILL.

Condon Bros. Seedsmen, garden, fld. & flower sds.

ST. LOUIS, MO.

Schisler, F. & G. S. Co., A. W., seed merchants.

ST. PAUL, MINN.

Jameson Hevener Co., shprs. of field seeds.

TOLEDO, OHIO.

Flower Co., The S. W., seed merchants.
Toledo Field Seed Co., The, clover, timothy.

TWIN VALLEY, MINN.

Heiberg, M. A., wholesale seed merchant.

SEEDS FOR SALE

FOR SALE—Seed Corn. Aye Bros., Blair, Nebr., Seed Corn Center of the World. Box 47.

SWEET CORN SEED for sale, samples and price on request. Quass Brothers, Ashland, Nebraska.

FOR SALE—Superfine tested Perennial and Italian ryegrasses. Crested Dogstail. John Lytle & Sons, Ltd., Belfast, Ireland.

FOR SALE—Car load lots of Hog, Common, Golden and Siberian Millets. Orders filled promptly. Spelts Grain Co., Sterling, Colorado.

FOR SALE—Choice seed corn, oats and barley, carlots or less. Prices and samples on request. Address Allen Joslin, Holstein, Iowa.

FOR SALE: Millet and cane seed in car lots, golden, common, Siberian and Hog millet. Reimer-Smith Grain Company, Holyoke, Colorado.

FOR SALE: Japan clover seed re-cleaned. New crop, growers and dealers, wholesale. Let us quote you. Cole Seed Saver Co., Newbern, Tenn.

WANTED—Clover, Timothy, Millet, Red Top. We pay highest prices. Send samples and state quantity for sale. Schisler-Cornell Seed Company, Saint Louis, Mo.

FOR SALE — Early Marquis Spring Wheat. Choice No. 1 Dark Red—thoroughly re-cleaned. Full particulars on request. Funk Bros. Seed Co., Seed Corn Breeders, Bloomington, Ill.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

You are getting a tighter grasp on "Time's Forelock" when you insert an ad in the "Wanted—For Sale" columns of the Journal.

SEEDS FOR SALE

FOR SALE—Black, amber, cane, Siberian and common millet seed in carload lots. We live where it grows. Sharp Grain Co., Healy, Kan.

FANCY ALFALFA seed, grown eastern Kansas, \$19.00 per cwt. sacks extra f. o. b. Wamego, Kans. Send for samples. Wamego Seed & Elev. Co., Wamego, Kan.

SCREENINGS WANTED

Clover and Alfalfa Seed Screenings wanted. Also Low Grade Clover Seed. Send us samples which will have our prompt attention. King Seed Co., North Vernon, Ind.

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BUCKWHEAT FLOUR—Pure kiln dried buckwheat flour in ton lots or carlots. The Wadsworth Feed Co., Warren, Ohio.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

BAGS—BAGGING—BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet-ing, or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employees needed in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

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Advertise in the "Situation Wanted" columns of the Grain Dealers Journal.

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that will assist it to avoid the snares and pitfalls of new trade highways. Send it the convictions, suggestions and experiences of your brother grain dealers twice each month by subscribing to the

GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Gentlemen.—In order that I may profit by the experience of others in the grain trade, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty-five Cents.

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NEW YORK CITY
Importers, Exporters and Jobbers **Grass and Field Seeds**
We Are Buyers of NEW CROP ALSIKE and Sellers of D. E. RAPE

SEEDS FOR SALE—WANTED

SEEDS WANTED.

Wanted Popcorn
Mail Samples
The J. Chas. McCullough Seed Co.,
Fifth and Lock Streets,
Cincinnati, Ohio.

BUCKWHEAT WANTED, car lots or
less. P. L. Zimmermann Co., St. Louis, Mo.

A FULL LINE OF SEEDS

Large or Small Lots.
Field and Grass Seed—Northern Grown.
Garden Seed—Selected, Hardy Varieties.
Onion Sets—Clean, hard, sound and dry.
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CLOVER SEED--TIMOTHY SEED

That order for clover or timothy futures
"Send it to Zahm"
J. F. ZAHM & COMPANY, Toledo, Ohio
Here since 1879 Ask for our daily Red Letter—Free

A. W. SCHISLER FIELD AND GARDEN
53 Years Service Buyers and Sellers
St. Louis, Missouri Bag or Car Lots

WHITNEY-ECKSTEIN SEED CO.
Wholesale Seed Merchants
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SWEET CLOVER
FEED and SEED
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KANSAS CITY, MO.

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WHOLESALE FIELD SEEDS

HARDY NORTHERN GROWN SEEDS OUR SPECIALTY

ASK OUR BIDS BEFORE SELLING. BUYERS, RECLEANERS, SELLERS. WRITE OR WIRE FOR SAMPLES AND PRICES.

TIMOTHY, CLOVERS, MILLETS

GRASSES, FORAGE SEEDS, SEED GRAINS, PEAS, BEANS AND SCREENINGS

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35TH TO 37TH STS. AND RAILROAD
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SEEDS WANTED—Off grade or screen-
ings. Will pay highest market prices.
Send samples. A. R. Kerr & Company,
Bellevue, Ohio.

WANTED—New Crop Spring Rye, Sor-
ghum, Barley, Broom Corn, Red Clover,
Sweet Clover. Send best samples and
prices. Holmes-Letherman Seed Company,
Canton, Ohio.

WANTED

Timothy Seed—Medium Red Clover
Shippers of all kinds of Field Seeds.
Poultry Foods—Specialty.
JAMESON HEVENER CO.
St. Paul, Minn.

FLOWER, FIELD and LAWN SEED

J. OLIVER JOHNSON

Wholesale

SEED MERCHANT

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FOR SALE—Timothy & Alsike seed.
Write Walter G. Trumpler, Tiffin, Ohio.

White Clover

Orchard Grass

Tall Meadow Oatgrass

Ryegrass

Wm. G. Scarlett & Co.
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COW PEAS - CANE SEED
TENN. SEED CORN
CAR LOTS OR LESS—LOW PRICES
RUSSELL HECKLE SEED CO.
MEMPHIS, TENN.

Farmer Seed & Nursery Co.

Growers of Northern Grown
SEED CORN, CLOVERS, TIMOTHY
AND ALFALFA
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QUOTE us all kinds of Seeds, Feed, Poultry
Supplies, Flour, Fruit Package Material,
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References: Produce Reporter Co., R. G. Dunn
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Milwaukee Wisconsin

Headquarters for
Red, White and Alsike
Clover
Timothy and Alfalfa
Seed

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We are one of the largest handlers
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Clovers, Alsike, Timothy and Grass Seeds

In the market continually either to buy or
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velopes on request.

T. H. COCHRANE CO.
PORTAGE, WIS.

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ILLINOIS SEED CO.

CHICAGO, ILL.

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Mail Samples for Bids

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Consignments solicited. Send us your samples.

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Buyers and Sellers

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Sweet Clover, Alfalfa,
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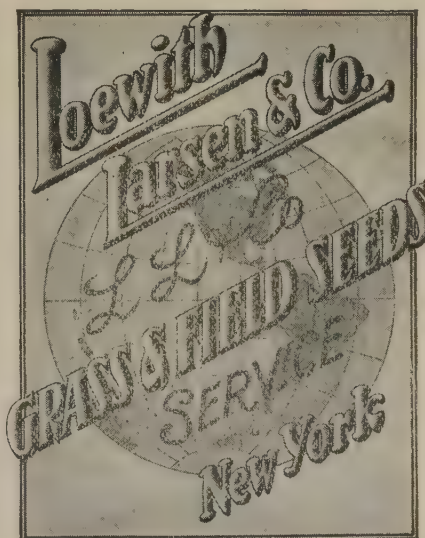
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Cleaner and exporter of finest Perennial and
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Importer of Clover and Natural grass-seeds.

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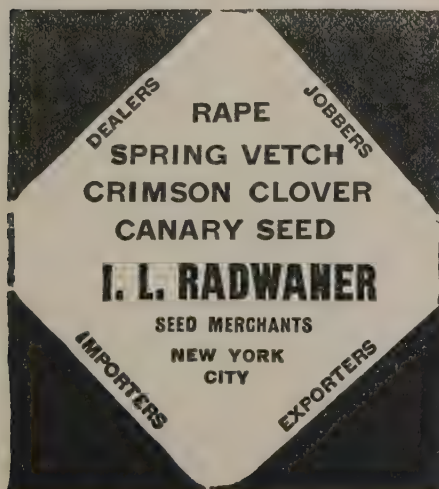
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WE BUY AND SELL
ALL VARIETIES
OF
GRASS AND FIELD
SEEDS

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Co.

MINNEAPOLIS

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Earn Big Money Milling Home Grown Wheat

The real wheat profits are in home milling.

The average community spends from \$5,000 to \$10,000 per year in freight on outgoing wheat and incoming flour and feed.

Why this waste when, with an

AMERICAN MIDGET MARVEL ROLLER FLOUR MILL

any man, without previous milling experience, can produce a better flour cheaper than any big mill can, not to mention the saving in freight. It requires one-half the power and but one-fourth the labor of the long system mill of the same capacity.

It is truly a wonderful mill, with a new process that produces a greater yield of high grade flour per bushel of clean wheat than any other mill on the market.

We back up our owners with a service that keeps their flour up to our high "Flavo" standard. They are permitted to use our nationally advertised Flavo brand. We furnish them sales plans, advertising cuts, and window displays, and assure the sale of their flour. We practically permit no milling failures.

The American Midget Marvel Mill is sold on a 30-day free trial under an absolute guarantee, and on very easy terms of payment. Write for full particulars and catalog.

Anglo-American Mill Co.
435 Trust Bldg., Owensboro, Ky.

ANGLO-AMERICAN MILL CO.
Trust Bldg., Owensboro, Ky.

Gentlemen:

Please send me all information regarding details, prices, etc., pertaining to your mill.

Name

Town

435

State

GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

305 S. La Salle Street, Chicago, Ill.

Charles S. Clark, Manager.

SUBSCRIPTION RATES

To United States, semi-monthly, one year, cash with order, \$1.55; two years, \$2.85; three years, \$4.25; single copy, 10 cents.

To Foreign Countries within the Postal Union, prepaid, one year, \$2.75; to Canada \$2.15.

THE ADVERTISING

value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked - Answered" department. The service is free.

Entered at the Chicago, Ill., Post Office as Second-Class Matter, Aug. 5, 1898.

CHICAGO, DECEMBER 10, 1918

EX POST FACTO laws are proscribed by the Constitution of the United States, and it would seem that the same section would also proscribe Ex post Facto regulations.

THE coarse grain trade is entitled to be released from all Governmental regulations and restrictions. The war is over and no need remains for the Food Administration attempting to annul the law of supply and demand. Let the producers and consumers have the benefit of untrammelled markets.

CHICAGO'S 44-hour a week labor party has declared in favor of public ownership of all public utilities and grain elevators in order that work may be given to returning soldiers and sailors. This is a new excuse for the government owning any service utility, but just as groundless as the others.

ENGLAND is credited with having recently purchased 1,000,000 tons of Australian wheat at \$1.14 per bushel. So long as Europe can buy wheat at over a dollar under our price Atlantic seaboard, it would seem that there is a good prospect of somebody suffering serious loss on next year's crop.

CREDIT men generally expect to have anything but an easy time during our reconstruction period and their trials no doubt will be shared by all retailers who grant credit.

WHEN a side track agreement is poked at you to sign, just hand it back with a request to modify the clauses that cast unreasonable responsibilities upon you for the railroad's own negligence. The shipper can not be deprived of his track for refusing to sign an unjust lease.

A NET PROFIT of 3% on annual turnover means a net profit of around 7c per bushel on wheat. In one place the Food Administration says that's reasonable. A gross profit of 8c per bushel means a net profit varying from less than nothing to not to exceed 3c. In another place, representatives of the Food Administration say anything more than that is unreasonable. Only a slight difference of from 7c to 10c, or more per bushel, between the two opinions. But what's 10c a bushel to the Grain Corporation.

THE National War Labor Board which has refused no labor union a raise in wages when asked, seems to have overlooked the fact that increased wages contribute largely to the high cost of manufacturing the necessities of life. All divisions of the War Industries Board and the Food Administration are determined to keep down the price of all foods and of service rendered by grain dealers, millers and workers not members of labor unions. How much longer can business stand for exaction and restriction?

SHIPPERS whose claims have been refused payment by western lines who are relying on the John Barton Payne rules that claims are not to be paid when the carrier had no record of exceptions in handling will be pleased to learn that these rules are unauthorized, and that the Railroad Administration at Washington has substituted an order requiring claims to be paid on their merits, as stated in the report of the proceedings of the National Industrial Traffic League on page 882 of this number.

FEDERAL FEED LAWS now are advocated by the Sec'y of Agriculture in his annual report, with a recommendation that money be appropriated to "secure the necessary information." Let all users and manufacturers of mixed feeds rise as one man and squelch this movement before another useless burden is cast upon trade. All necessary work to protect consumers of feeds is now being done efficiently by the Bureau of Chemistry of his own department, which in its Food Inspection Decisions, is showing up and fining all crooks who misbrand or in any way misrepresent their products. It is to be feared the only useful purpose of the proposed laws is to provide a lot of fat jobs for workless politicians.

GRAIN exporters may now combine under the Webb-Pomerene law to promote their common interests in foreign lands. The new act should encourage all exporters to make a stronger effort to get foreign trade.

CLEANING of wheat fields in 13 states this year is estimated to have recovered 16,275,625 bus. of wheat. Would "gleaning" of the elevators have recovered one bushel? Let's be able to answer "No!" at this time next year.

PROPER billing of shipments will save much trouble for both shipper and receiver, as pointed out by a correspondent in "Letters" Dept of this number of the Journal. It is a fact that country shippers seldom exercise the caution in preparing and handling of a B/L that ordinary business prudence would warrant. Of course, most cars go thru without trouble, but once in a while there arises an occasional B/L which, because of some objectionable feature that could easily have been avoided, causes endless confusion, controversy and delay. Carefulness will eliminate even those few cases and save the caretakers much money.

THE United States Fuel Administration must be proud of its pernicious interference with business, for the Director of its Bureau of education has issued notice "to all persons interested" that this most beneficent department of the government has in preparation the compilation of all rules and regulations promulgated during the life of the administration. This is to be "brought down to January first, 1919, and issued in a bound volume of perhaps five hundred pages." While such a wasteful expenditure may give employment to a lot of labor, one would naturally presume that the officials of the department would be pleased to have all records of their bungling work destroyed. Surely the coal dealers and others affected will be glad to forget all about it as soon as possible.

SHIPPERS who collect loss and damage claims from railroads nowadays must exhibit more backbone than ever. It seems that every few days some new excuse is evolved by the claim agents for declining or delaying the payment of just claims. It does not matter the size, color or weight of paper or form adopted by shippers in presenting their claims so long as the claim is a just one and the evidence necessary to authenticate the claim accompanies it so any court of equity would give it every consideration. The conduct of a railroad claim department is presumed to be for the fair adjustment of the claims of patrons against the carrier and its purpose is not likely to be promoted by quibbling on the part of claim agents as to the form in which the claim is filed.

FEDERAL CLAIM AGENT Howard at Washington is likely to be smothered. He has requested shippers to send him lists of loss and damage claims on which the railroads have been dilatory in payment so that he can force the carriers to pay up.

THE AVERAGE cost of wheat production was estimated at \$2.25 a bushel recently by the acting chief of the Farm Management Bureau, but farmers of the spring wheat section will prove otherwise the minute they are able to get into their fields for spring planting.

MUCH talk has been indulged recently by public speakers who appear to be greatly distressed by what they are wont to call our reconstruction problems. Business will take care of the real problems very easily and quickly if the political meddlers will abolish the Governmental regulations which now restrict and handicap all business. The war is over and there is no longer any excuse for permits or licenses. Business has had entirely too much regulation. Kill private initiative and we will have no employment.

UNLESS some pioneer in the utilization of waste products soon comes forward with an easy and profitable way of turning corn cobs into money, the manufacturers of steam plants must devise an automatic cob feeder which can be used without danger of communicating fire to the entire plant and without the expense of extra labor for keeping up steam. Many cob burners have been erected in the corn surplus district this year which cost to build several times the cost of fireproof power house and steam plant equipment.

PRICES of corn and oats have had several props knocked out from under with the coming of peace; but one of the strongest supporting factors, the inflation of the currency, is still with us, and further important declines in prices can not be anticipated until there has been a shrinkage of money per capita. The twelve banks in the federal system have outstanding in circulation a total of \$2,555,000,000.00 of federal reserve notes, against \$1,015,892,000 a year ago. The government can emit this paper money as fast as the printing presses will run, to be issued on collateral consisting of government obligations or commercial paper deposited by the member banks. The rate of interest paid by member banks for the federal reserve notes is 4 to 5½ per cent per annum at present, and this will force the retirement automatically of all these notes as soon as or before money becomes a drug on the market. Such a withdrawal of \$25 per capita from circulation unquestionably would affect all commodity prices except wheat.

ALTHO the Food Administrator may not call upon grain dealers for any more reports the Internal Revenue Collector will do so annually, so it will pay to keep all your accounts clearly and accurately.

DEALERS who are willing to profit by the experiences of others can always find suggestive hints in our "Asked-Answered" department. The problems there presented as a rule are the grievous experiences of some dealer who is paying the bill.

PERMITS, thank goodness, are no longer necessary in order to get a car to send your grain to market. The suspension of the iniquitous permit system is no doubt due to the bungling manner in which the permits were issued. Often a shipper received his permits after they had expired, and still oftener the permits expired before the cars desired arrived, so it behooved the shipper to hustle about and try to market his grain at some interior point, or keep a supply of live permits on hand. At any rate such a very large percentage of the permits issued did not develop into receipts at terminal markets that it was deemed wise to try at least for a time to get along without the permit system. The Food Administration is shipping out the wheat it had accumulated in central markets so rapidly, ample storage for coarse grains will soon be available in all centers, so it will not be necessary to attempt to control the movement of grain into the terminals. A long peace to the permit system.

THE PRINCIPLE of service permeates all business and social thought of today in a manner that has never been approached before. Everything is expected to justify itself by the service which it renders to society as a whole, and it is not too much to say that the continued existence of any business or of any activity is dependent upon its ability to serve those with whom it comes in touch. In this respect the grain dealer occupies a most fortunate position. Whether he be country or terminal elevator operator, commission merchant, broker or receiver, he is performing service that justifies itself constantly. He has been much maligned in the past, and especially in the past two years, but always when society has endeavored to substitute other agencies to perform his tasks it has been found that there is no substitute for the grain dealer's service in handling the grain crops that are so vital to the world's well being. To the grain dealers of America there was vouchsafed a wonderful opportunity to assist the nation and its associates in accomplishing the liberation of oppressed peoples. Now there lies before them the opportunity to serve all mankind in making permanent the blessings of liberty.

CLAIM AGENTS are so accustomed to tampering with the truth in devising ingenious ways for denying liability that they suspect all others of being crooks. By holding out the prospect of a jail sentence to claimants do they expect to cut down the number of claims? Money on claims in future is to be promptly handed over to shipper who indorses on his claim "The foregoing statement of facts is certified to as correct."

The Price of Wheat.

Wheat handlers must not overlook the fact that the President's proclamation of September 2nd guaranteed the price of \$2.26 per bushel at Chicago for wheat of the 1919 crop. The end of the War or the Proclamation of Peace will in no way effect the government's guarantee.

While it has generally been presumed that the crop year does not expire until June 30th, the United States Food Administration in bulletin No. 1333, issued December 3rd, states that the guarantee will expire on June 1st, 1920.

The accumulated surplus stocks of wheat in Australia and Argentina, both of which will soon harvest a new crop, bids fair to depress the world's price for wheat much below the United States price if North America produces anywhere near the enormous crop of wheat it now has in prospect. If the United States acreage reaches the 75,000,000 now thought possible the crop of 1919 will be large enough to swamp the different governmental agencies, and it may be that the middleman who has been ordered to return a portion of the profits he made on the 1918 wheat, and who is offered no compensation for his enormous loss on the 1917 wheat will be called to the rescue of the government and asked to handle 1919 wheat on a living profit.

Most economists have deeply doubted the wisdom of the government ignoring supply and demand and attempting to control the production by a guaranteed price. However, the people at large recognized the need of more wheat and were willing to be parties to almost any inequitable scheme which would insure the desired production. The guaranteed price has already resulted in much grievance for both producer and handler and unless great care is exercised on the next crop even more grief will come to those who are unable to induce the government to take wheat at the price guaranteed to the producer before it stops buying June 1st 1920. Surely country elevator operators will not go into another wheat handling season without some definite agreement or understanding with the government's representatives. The losses forced upon them by the Grain Corporation's retroactive 8c gross profit will cause all of them to buy wheat of the next crop more cautiously than ever.

Interference Not Wanted.

The proceedings at the War Emergency and Reconstruction Conference of war service committees of American industries held last week in Atlantic City can leave no doubt that the thing which business wants and demands of various governmental agencies is a policy of "hands off." It is not possible at this time to say just how many trade and business organizations were represented, but whatever the number may be it included delegates from hundreds of national organizations and individuals who represent the best thought of American business. Never was there a gathering more truly representative of business, big and little, than that conference.

The conference was permeated with the spirit of patriotic service, and with the desire for the accomplishment of universal justice between man and man. If it may be assumed that those in attendance represented "capital" in the sense in which we frequently hear it used in the phrase "capital and labor," then labor will only need to adopt a platform of honest justice to guarantee that never shall there be trouble between the two groups.

But it was in the consideration of matters dealing more directly with the material things of readjustment that the spirit of the conference made itself manifest. There was no quibbling, but, on the contrary, there was outspoken directness in pointing out to governmental agencies that certain things should be done, and others left undone, in meeting the changed conditions that the armistice has brought. From the action of the conference in determining to send to the peace meeting representatives of business, to its adoption of resolutions advocating the removal of all restrictions on industry and opposing government ownership of telephones, telegraphs and cables, there was evident an attitude of confidence in the ability of American business to solve the problems of business in a better manner than they can be solved by meddling politicians.

Upon the question of what shall be done with the railroads, that greatest of all business problems before the nation today, the conference took definite action. It was demanded that the railroads be returned to their owners, with provision for future operation under federal charters and new federal regulations which shall permit the pooling of equipment, and contain other changes tending to effect economies without destroying competition in service.

American business now has pointed out the path which readjustment should take, if it is to be carried out with the minimum of confusion and with the maximum of beneficial results. A broad and all inclusive plan has been mapped for the guidance of those in authority. Careful adherence to that plan will be the way of wisdom.

Wasteful Duplication of Inspection.

Acting on a technical interpretation of the law, the Bureau of Markets is insisting on the repeated inspection of carloads of grain at the same market after each sale or reshipment or reconsignment. In a recent bulletin, Service and Regulatory Announcements, No. 40, the Bureau says:

In the opinion of this Bureau, the Act contemplates that, except as permitted in the third proviso of section 4 with respect to grain which need not be inspected at all, there must be an inspection by a licensed inspector either at point of shipment, at a convenient point en route, or at destination, for each shipment in interstate commerce of grain for which standards have been established, which has been sold, offered for sale, or consigned for sale by grade. Therefore, even though such grain may have been inspected for the purpose of one shipment, if a second transaction is entered into under which the same grain is sold, offered for sale, or consigned for sale by grade, and again shipped in interstate commerce from or to an inspection point, it is believed that the Act requires another inspection by a licensed inspector for such second transaction and the resulting shipment. The prior inspection would not suffice.

By way of example: A shipper carloads of corn from Wichita, Kansas, to Kansas City, Missouri. The corn is given "in" inspection at Kansas City. It is then sold in the market to B, who has a contract with C at Cedar Rapids, Iowa. The contract between B and C calls for Kansas City grades. It is the view of this Department that the "in" inspection at Kansas City applies to the first transaction and interstate shipment, and it will not suffice for the second transaction and shipment. If, as stated in the above example, the second transaction calls for Kansas City grades, it is incumbent upon the shipper to secure "out" inspection at Kansas City. In any event, if the corn is shipped in interstate or foreign commerce between points at which inspectors licensed under the Act are located, and is sold, offered for sale or consigned for sale by grade, inspection in compliance with the Act must be had either at point of origin, en route, or at destination, for the second transaction and resulting shipment. The shipper is not relieved of this responsibility by reason of the fact that, in order to take advantage of a proportional rate, he has the billing changed to show a through billing from point of origin of first shipment to point of destination of second shipment.

It has been understood in the grain business before the federal authorities meddled with trade contracts that a sale out of a market could always be made on the certificate of inspection given on arrival, as long as the grain had not been unloaded and reloaded thru an elevator or into a different car, the buyer being assured that he got the identical grain covered by the original inspection certificate.

In the endeavor to handle grain at the lowest margin of cost this practice enabled dealers to make close prices, as there was no second inspection fee, nor delay with accruing demurrage and no chance taken in a second inspection giving a lower grade. Under the ridiculous interpretation of the Grain Standards Act a second inspection of the car becomes necessary only a few hours perhaps after the first inspection and when the car has stood unmoved on the same track with no possible change in its condition.

Assuming that the Bureau is correct in its interpretation of the Act this is a condition that calls for immediate correction, as no grain dealer cares to be

a violator of law. Therefore steps should be taken to have the Act amended to relieve the Bureau of Markets of its unpleasant duty of enforcing duplicate inspections. A clause might be added to the Act providing that an original inspection certificate shall be sufficient to carry in identical grain anywhere in the same car, as far as the Department of Agriculture is concerned, and that no second inspection will be compulsory.

As the French say, "It is to laugh" to think the Bureau of Markets feels it must protect the buyers by repeated inspections. The buyers always protect themselves by writing into the contract of purchase the market terms defining the weights and grades. In fact, many buyers would prefer the first inspection, as it would indicate the car was "country run" and not out of some terminal cleaning house.

ATLANTIC seaports are greatly handicapped by their inadequate facilities for handling grain from cars and canal boats to ocean steamers. In the absence of the needed elevators the box cars of the railroads must be used for storage, and while the railroads may collect some demurrage, they would derive much more revenue from the cars if they had ample bulk grain depots at their terminals and could use their cars solely for transporting freight. The railroads loss in freight charges alone during the last year would more than pay for the needed elevators. The grain shippers loss thru the unnecessary delay in unloading would pay the expenses of a large delegation to railroads headquarters for many years. The elevators are greatly needed—why not get them.

What Will He Say?

The world is glad, the world is gay,
My boy is coming home today.
My battered boy with just one arm;
Thank God, he met no greater harm.
How will he look? What will he say?
My Boy, My Boy! You're mine today.
How my soul will thrill as I hold him fast,
With the waiting, the anguish all in the past.

My boy who went from downy life,
To grov'ling mud, and savage strife,
Is coming home this very day.
How will he look? What will he say
Of cruelties that seared his heart?
Of daring drives where he took part?
How we shall live, how we shall dwell
In all the tales that he will tell
When the days were dire, and future dim,
Then I was proud of the spirit of him.
'Tis rapture now to own a son,
On Victory Days when war is won,
My heart just flames with joy today.
How will he look? What will he say?
He'll laugh to scare my tears away.
I think he'll shout, and then he'll say,
Just when he sees me from afar,
"O, Mumsey! How's the cookie jar?"

MYRTLE DEAN CLARK.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Claim Numbers for Correspondence?

Grain Dealers Journal: After receiving cards from the railroad company assigning numbers to the claims I have filed for corn leaking in transit what is the next step to take in prosecuting the claim?—Joe Hartter, Berwick, Kan.

Ans.: In due course the claim department of the railroad company will advise whether claim is entertained or refused, and if no reply is received after a reasonable time, the claim department should be written, using the claim numbers assigned to identify the claim.

Hot Oats and Weevil?

Grain Dealers Journal: Does the presence of weevil in hot oats account for their heated condition, or does the heat of the oats account for the incubation of the weevil? It is claimed here wheat got into a heated condition on account of the weevil working in it.—Wm. Walsh, Otterbein, Ind.

Ans.: The cutting of the grain by the weevil makes fine material which sometimes forms pockets in the mass of the grain or on the bottom of the bin thru which the air does not circulate freely, whereby any inherent tendency to heat is aggravated.

The temperatures during summer in the United States are sufficiently high to hatch out the weevil eggs. If the eggs are present the heat of sweating or fermentation is not therefore indispensable to the incubation of the insect. In winter the heating of the grain may be necessary to develop the insect.

Oats even in dry season often pass thru a sweat, after they are put in the bin, unless of course they are permitted to stand long in the stack before threshing, and it is a practice common to many grain dealers not to disturb binned oats until

they have gone thru the sweat and cooled off. Then they go into the bin and shovel the crust off top before moving. The result is that the only loss is the thin layer on top and the balance of the oats come out bright and sweet.

Why Does Grain Next to Outside Wall Spoil?

Grain Dealers Journal: We are experiencing perplexing difficulty with grain stored in our reinforced concrete elevator. The building is cylindrical in form about 30 feet in diameter, divided into 8 bins whose side walls taper to the middle of the building as is illustrated herewith. All bins are hopped to the middle of the building and the floors of the bins have a pitch of about 45 degrees. The outside wall is 6 inches thick.

The elevator was erected during extremely cold weather and it was necessary to use some artificial heat, supplied by small oil stoves and by covering the top with heavy canvas duck. The writer is of the opinion that some salt was used in the cement mixture during the construction.

Grain next to the outside walls and to a depth of 4 to 6 inches from the outside walls, half way up to the roof does not keep; it becomes warm after 10 days and seems to be contaminated with a peculiar odor.

All the grain from the balance of each bin comes out in good condition and runs out freely, while the grain next to the lower part of the outside wall must be swept loose in order to get it out. We do not experience this difficulty if grain is handled every week or 10 days, but if left much longer, we have difficulty in removing it.

If anyone can advise us the cause of our trouble, we will greatly appreciate it.

It has occurred to us that moisture may be due to absorption from the atmosphere and be transferred to the grain inside the wall. Would it help matters any to paint outside concrete walls in an effort to close up the small pores of the cement enough to prevent the admission of any moisture?

We have not noticed a leak in the roof. The bins are so hopped as to be self-cleaning except when damp grain is put in and left there, then it must all be swept out. Thanking you for any light in

the matter, we are, Thomas & Co., Gaithersburg, Md.

Ans.:—Before attempting to remedy your trouble we deem it advisable that you make sure of the cause of the trouble. Whenever you have a bin empty and rain falls, spend some time in the empty bins with a strong light, make frequent observations for leaks and damp spots. While there may be no leak in your roof; the bin walls may leak.

Grain elevator engineers are agreed that concrete bins must be monolithic, the concrete be poured continuously until completed so as to do away with all seams and reduce the opportunity for leakage. Where concrete is poured with stationary forms and the work suspended for nights and Sundays, seams are formed, through which a strong wind will drive rain.

Some of the early concrete storage plants were gone over by men with picks and all of the outside concrete about these seams removed and replaced with a mixture of straw and cement and even then operators have experienced some difficulty with dampness in the outside walls.

Sometimes outside walls are so porous as not to keep out all moisture during a driving rain storm, and this may be due to a lean mixture of cement. If observations and experiments show that the leakage is due to porosity of wall then you might attempt to close up the pores with a dressing of pure cement.

It will be interesting to know how many times the pouring of the cement in the construction of the outside walls was suspended and whether or not any large section of the wall was poured continuously. Even though the seams in the wall do occur at regular intervals, throughout its entire height, the water driven through these seams would drop to the bottom and cause deterioration of the grain at the bottom.

Keep a close record of when grain is put in each bin and also keep a close record of rain storms and the direction of the wind during the storm and observe the condition of the grain in the bin on the exposed side after the storm. You may be able to determine with accuracy the true cause of your trouble.

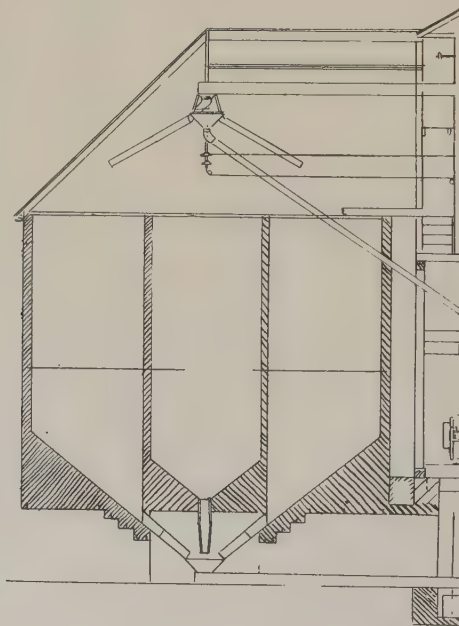
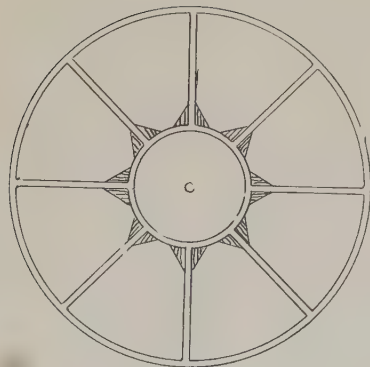
Penalty for "Profiteering"?

Grain Dealers Journal: What is the exact provision of the Food Control Law with respect to profiteering, and what penalty is provided for violation?—W. A. M.

Ans.: The Food Control Law, approved Aug. 10, 1917, makes no specific reference to "profiteering." The word itself appears to have been coined within the last year or so, and the generally accepted meaning of the term is "the exacting of undue or unreasonable profits."

Section 4 of the Law provides: "That it is hereby made unlawful for any person willfully * * * to make any unjust or unreasonable rate or charge, in handling or dealing in or with any necessities; * * * or to aid or abet the doing of any act made unlawful by this section." No penalty is prescribed for the doing of anything declared to be unlawful by this section.

Section 5, after authorizing the President to issue licenses and to prescribe regulations for the issuance of licenses, etc., provides: "Whenever the President shall find that any storage charge, commission, profit, or practice of any licensee is unjust, or unreasonable, or discriminatory and unfair, or wasteful, and shall order such licensee, within a reasonable time fixed in the order, to discontinue the same, unless such order, which shall recite the facts found, is revoked or suspended, such licensee shall, within the time prescribed in the order, discontinue such unjust, unreasonable, discriminatory and unfair storage charge, commission, profit, or practice. The President may, in lieu of any such unjust, unreasonable, discriminatory, and unfair storage charge, commission, profit, or practice, find what is a just, reasonable, nondiscriminatory and fair storage charge, commission, profit, or practice, and in any proceeding brought in any court such order of the President shall be prima facie evidence. Any person who, * * * willfully fails or refuses to discontinue any unjust, unreasonable, discriminatory and unfair storage charge, commission, profit, or practice, in accordance with the requirement of an order issued under this section, or any regulation prescribed under this section, shall, upon conviction thereof, be punished by a fine not exceeding \$5,000, or



Plans of Concrete Elevator at Gaithersburg, Md.

by imprisonment for not more than two years, or both; * * * *"

In various sections of the Law specific penalties are prescribed for violation of each section. In some cases, as in Section 5, this is a fine of \$5,000 or imprisonment for 2 years, or both; in other sections the penalty is a fine of \$10,000, or imprisonment for 5 years, or both; while other sections prescribe still different penalties.

In view of the fact that Section 4 declares certain things to be unlawful, without providing a penalty for the doing of those things, it would seem that Congress did not have it in mind to penalize the violation of that Section. And as other penalties mentioned apply specifically to the violation of given sections they cannot be applied generally and thus be made to cover Section 4.

It would seem to remain, therefore, that the only penalty for so-called "profiteering" lies in Section 5. And the levy of the penalty prescribed in this Section is conditioned upon conviction of willful failure or refusal to discontinue any unjust, unreasonable, discriminatory and unfair storage charge, commission, profit, or practice in accordance with the requirement of an order issued or a regulation prescribed under the Section. In other words, Section 5 provides that there must first be issued an order or regulation ordering the licensee, within a reasonable time fixed in the order, to discontinue the unjust, unreasonable, or discriminatory and unfair, or wasteful, profit, storage charge, commission, or practice. Then if the licensee willfully fails or refuses to discontinue the same within the time fixed in the order or regulation he may be haled into court, and, if convicted, subjected to the penalty.

From these facts it seems that so long as a licensee has not been notified by an authorized order or regulation to discontinue the taking of a given profit he may continue to do so. He might, it is true, be doing a thing that has been declared to be unlawful (under Sec. 4) but he could not be penalized for doing that unlawful thing.

Furthermore, the provision in Section 5 regarding "a reasonable time fixed in the order" could hardly be construed to mean other than a reasonable length of time after the issuance of the order; and in this sense it cannot be held to be retroactive.

Regulations touching on many lines of business have been issued, and in some of them so called "fair" prices and profits have been named. By inference these might be understood to order the discontinuance of prices or profits exceeding the "fair" ones named, and, if so, willful failure or refusal to abide by the regulations would make the licensee liable to the penalty prescribed in Section 5. This would be the case with respect to dealers in wheat millfeeds.

To the grain dealers, the only regulations that can be construed as giving notice to discontinue "unfair" profits are those contained in the Note to Rule 7 of Special License Regulations No. III, published on page 650 of the Journal for Oct. 25; and in the bulletin prescribing a gross margin of 8c per bu. issued by Edw. M. Flesh, St.

Louis agt. of the Food Administration, on Oct. 8, published on page 641 of the Journal for Oct. 25.

The Note is not definite in many respects, nor does it set a time within which licensees must discontinue earning net profits in excess of 3% on the first \$300,000 of gross sales per annum and 2% on all gross sales in excess of \$300,000 per annum. But because of its reference to General Rule 5 (which may be considered to mean Section 5 of the Law) it is the most definite mention of the subject of "fair" profits so far given to the grain dealer. The courts would probably hold that even this regulation is not a sufficient notice to licensees as required by Section 5 of the Law, because of its failure to conform to all of the requirements of the law.

As to the regulation promulgated by Mr. Flesh, it does not give notice to licensees that they are to discontinue taking a gross margin in excess of 8c. It thereby leaves the future open and fails to observe the requirements of Section 5 of the Law. It does, however, attempt to set up a rule that is retroactive in its effect. That is manifestly not the intention of the provision of Section 5 of the Law.

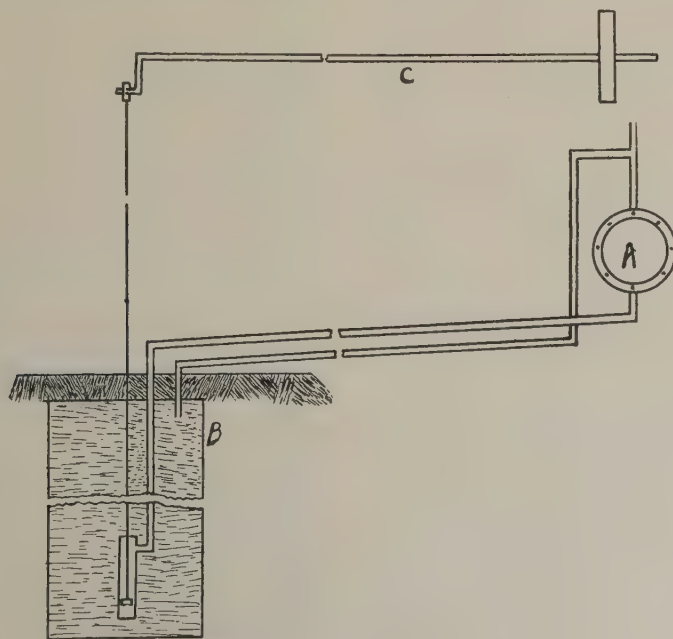
How to Keep Cooling Water from Freezing?

Grain Dealers Journal: We have a 10-h.p. gas engine in our elevator at Lodgepole. Please advise how we can keep the water that is used for cooling from freezing. We understand that calcium chloride will serve the purpose, and that it requires 3 lbs. for each gallon of water. Our tank is 3 feet in diameter and 9 feet long and is too large to justify the preparation of a solution of calcium chloride to fill it. The tank is underground. We have thought of having an auxiliary tank, one that will hold about 60 gallons, for winter use. Would calcium chloride injure the engine?—Lodgepole Lumber & Grain Co., Lincoln, Neb.

Ans.: It is the opinion of those who have studied the matter that calcium chloride will not injure a gas engine when it is used to prevent the freezing of the cooling water. The quantity of calcium chloride required for each 50 gallons of water to prevent freezing at various temperatures is shown in the table below:

75 lbs.	.....	+18° F.
90 lbs.	.....	+13° F.
110 lbs.	.....	+ 7° F.
125 lbs.	.....	Zero F.
150 lbs.	.....	- 8° F.
170 lbs.	.....	-19° F.
190 lbs.	.....	-32° F.
200 lbs.	.....	-35° F.

A non-freezing cooling system for gas engines was described on page 731 of the Journal for Nov. 10, 1917. The system is



Non-Freezing Cooling System for Gas Engine.

illustrated in the drawing that is reproduced herewith.

The tank "B" contains the water for cooling the engine, and is located outside the engine room with its top beneath the ground. A shaft, "C," is mounted on bearings in the upper part of the engine room, extending thru the wall so that the crank is outside and directly over the pump cylinder in the tank. The cylinder is an ordinary tubular well cylinder complete with valves as used in a well, the stuffing box not being packed. As the shaft is turned by a belt from the engine shaft operating on the pulley the pump rod moves up and down and forces water thru the pipe to the engine cylinder, "A." When the engine is stopped the water begins to flow back to the pump cylinder thru the return pipe and the open stuffing box permits it to escape into the tank until all the water is drained from the engine cylinder and from the pipes to a level with the water in the tank.

As the tank is placed below the surface of the ground the water will not freeze to any extent, and the pump cylinder is well below the frost line.

This system has the advantage of always draining the water from the engine immediately after the engine stops, so that there is no danger of the operator forgetting to do it. And the pump cylinder forces water thru the pipes as soon as the engine is again started.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. & N. W. 69008 passed, eastbound, thru Barber, Mont. Dec. 3 on local freight. Leaking wheat badly at corner. The train pulled right thru and I did not have a chance to stop the leak. Reported same to next station east of us by phone.—W. A. Clark.

L. E. & W. 42461 passed thru Barber, Mont., Dec. 7, leaking wheat very badly at door post, which was broken out at top so that it was 5 or 6 inches beyond side of car. Side door open and do not believe it could have been closed on account of the bulged grain door lumber. This car of wheat originated west of Barber on the Milwaukee.—W. A. Clark.

C. & N. W. 74640 passed thru Ada, Minn. Nov. 27 with side wall sprung open from top down about 3 feet, and about 12 inches from end. Leaking wheat. Did not have a chance to repair it.—J. O. Rindahl, agt. Cargill Elevtr. Co.

U. P. 70428 passed thru Orr, N. D. on G. N. Ry. Nov. 27, loaded with durum and leaking badly at sides. One outside door not closed.—W. G. Watts.

St. L. & S. F. 29528 reported by our agt. at Hoving, N. D. to have passed thru that station Nov. 26 leaking grain badly.—Cargill Elevtr. Co., O. Mortenson, traffic mgr., Minneapolis, Minn.

C. & N. W. 68798 passed thru Truro (Lansford p. o.), N. D., Nov. 15 leaking wheat at side.—Jas. Nelson, agt. St. Anthony & Dakota Elevtr. Co.

P. M. 31538 passed thru Truro (Lansford p. o.), N. D., Nov. 15 leaking wheat at side.—Jas. Nelson, agt. St. Anthony & Dakota Elevtr. Co.

N. Y. C. & St. L. 9215 was set out at Lindenwood, Ill., morning of Nov. 2 leaking oats badly at side of car.—Holcomb-Dutton Lbr. Co., Geo. R. Read.

N. Y. C. 252614 passed thru Yuton, Ill., Nov. 2 leaking oats at side and end of car. Train stopped for coal and conductor and I renailed sheathing at side and end.—Jos. V. Foster, mgr. Yuton Grain Co., R. F. D. No. 7, Bloomington, Ill.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Evils of Permit System.

Grain Dealers Journal: Grain dealers who are suffering from the restrictions imposed by the permit system, and most of us are, should make a vigorous protest, to have this evil done away with at the earliest possible moment.

On Nov. 25 I filed applications for permits for shipments to Chicago, Peoria and St. Louis, and received only one, for Peoria, which was the lowest market of all, and filled this one; but altho there are empties I have now no permits for any market.

I have not been able to get a car while my permits were in force and then suddenly when my permit expires the cars come and my competitor gets all the cars and all the business. I have paid for telegraphic renewal, but would have received permit quicker by making new application.

Hundreds of permits are granted and never filled, and I can not understand how the grain control com'ite can know what it is doing. The agent at one station I know of has had permits for the shipment of 41 cars when there were not 10 cars of grain in all the elevators in the town. I am absolutely and strongly opposed to this most efficient method of hindering business.—Illinois Dealer.

Price for 1919 Wheat Should Rise Slowly.

Grain Dealers Journal: Can we not induce the United States Food Administration to fix the price of the 1919 wheat crop on a basis that would pay the farmer who has good bin room to hold his wheat for a few months thereby avoid the congestion and loss that is due to the entire crop being dumped on the market all at once. Suppose the price were started low enough that it could be advanced one cent each fifteen days for four or five months. There are many good reasons for this:

(1) The farmer who could, would then gladly bin his wheat and help his neighbor thrash instead of hauling his own wheat to market. The hauling could be done after the rush season is over. It would put all available help at taking care of the crop at harvest time and avoid possible damage by rain or floods by standing too long in the stack.

(2) The elevators at many stations would not be compelled to pile thousands of bushels on the ground outside their houses. Neither would they be induced to cooer many old cars unfit to haul grain.

(3) The railroad would be able to furnish better cars and better service and greatly reduce losses in transit. Much unpleasantness over claims would be avoided.

(4) Avoid congestion at terminals.

(5) Wheat in the sheaf would be put in the stack and barns out of the weather quickly. It would go through a sweat and be improved from 1 to 3 pounds test

per bushel. Also a cleaner job of thrashing this wheat would result in much saving.

(6) The thrashers work more slowly and do better work because the stack and barn thrashing could wait.

The crop promises to be the greatest ever produced and advancing the price gradually to a time after the harvest is completed seems the only logical way to avoid very serious congestion all the way from the field to the consumer.—Yours truly, Jesse J. Culp, Warrensburg, Mo.

The Limitation of Dealers' Margins.

Grain Dealers Journal: I would like very much to know what the grain dealers are going to do about the refunding of all gross profits in excess of 8 cents taken by grain elevator men on wheat purchased from farmers in Illinois?

As I understand it, Mr. Barnes suggested to the Committee sent down by the Illinois dealers that they might appeal to the Federal Trade Commission, which he hinted was far more autocratic and socialistic than his own department, for an adjustment of the matter. He intimated at the same time that the Commission would probably enter into an exhaustive investigation of the entire country elevator business.

To my way of thinking Mr. Barnes must have had some doubt regarding his right to force country elevator operators to handle wheat without a net profit and simply took this means of bluffing them into accepting the retroactive ruling of Mr. Flesh. I feel certain that no Court of Equity would insist on country elevator operators handling \$2.00 wheat on a net margin of from one to three cents per bushel. It is unfair and ridiculous.

Most of the farmers of Illinois received \$2.05 for their wheat, while \$2.00 would have been a good price and would have enabled some of the elevator men to make good the losses they suffered on the previous crop by reason of the government fixing the price after it has started to move.

If every dealer failing to receive fair consideration at the hands of the Food Administration will present his case in writing to Alfred Brandeis of the Enforcement Buro in Washington I feel certain that he will receive much fairer consideration than from any of the zone agents I have come in contact with. The autocratic airs these fellows put on will surely not earn the eternal gratitude of either the farmer or the grain dealer. However, we would like very much to know what grain dealers have developed sufficient backbone to stand out against this rank imposition and if any have taken their cases to the Enforcement Buro.

The Committee which went to New York and Washington for the Illinois dealers reported that there were but three avenues left open to dealers who had bought wheat last July and August on a wider margin than was permitted by the order issued by Mr. Flesh October 8th.

First: They could pay up.

Second: Appeal to the Federal Trade Commission.

Third: Ask the courts for a writ of prohibition and the case would then be passed upon by the Federal court at Washington.

As far as I am concerned personally they can cancel my license because I

will not under any consideration handle wheat the coming year on an 8 cent gross margin. I simply cannot afford to place my capital in jeopardy for the pittance they are willing to allow me, and I doubt if any self-respecting wheat handler will be disposed to do so either. The grain dealers of this country have just as much right to a fair compensation for their services as any one else connected with the handling of foodstuffs, and I do not believe that any court will uphold Mr. Barnes in his self-assumed authority of margin fixer.

An 8 cent gross margin on the little wheat I handled on the last crop would have left me a net profit of about 3¼c per bushel which I do not consider sufficient compensation for handling \$2.05 wheat. If any one experienced in the trials, tribulations, expenses and disappointments of the country elevator operator can justify such a narrow margin I would be pleased to read a statement of his convictions. Light on this subject is needed by every dealer operating an elevator in the wheat territory and I hope that sufferers will not mildly follow the retroactive regulations of the zone agents. J. F. Coal.

Take Railroad Lease Into Courts. FIGHT IT OUT.

Grain Dealers Journal: Concerning the unfairness of the clause in our South Dakota railroad leases I will say that if our grain dealers thru the state will take hold of the deal I am willing to be one of say 200 dealers to stand my share of the expense toward taking this case to the supreme court and fighting it out.—H. A. Hendrickson, Trent, S. D.

GET A DECISION ON IT.

Grain Dealers Journal: In my opinion now is the time to find out exactly where the grain dealers stand on the lease and damage proposition in South Dakota.

If it is possible for the railway companies to hold lessors for damage that the railroads themselves inflict on the public it is time that we should know it.

I am heartily in favor of taking this matter into the courts and having a decision on it at once.—C. W. Derr, Mitchell, S. D.

WILL ASSIST IN THE CASE.

Grain Dealers Journal: I have actually known of but one fire that the owner claimed was started by an engine where the railroad company paid the loss, and I have been in the grain business over 40 years, commencing in Central Iowa, at which time the lumber yards were all open and close to the tracks. The coal sheds were low-roofed and cheap affairs, compared with the general run now. While the insurance companies make a distinction between iron and shingle roofs on our elevators, candidly I think it makes but little difference as far as engine sparks are concerned.

The one case I refer to was on the main line in Iowa, where we owned lots purchased of the John I. Blair Co., before the Northwestern purchased the roadbed and townsites. Here we are compelled to build on their lots if we wish to be on switch tracks.

To be sure, at first, 30 years ago the rent was nominal, and cheaper than a fellow could afford to own them. Now, they are advanced more than eight times over first cost, and while this is excessive it is better than to quarrel.

We all know that the shipper who has

to pay a high rate on furniture and on top of that sign an "owner's risk" release, can get paid for damage to goods just the same. Years ago when we were first allowed to ship flaxseed in bulk we had to sign a release against claim for shortage, but for all that the shortages were paid in full and the practice of asking for a release was done away with.

As we are compelled to build on the railroad company's ground they will have to pay the bill if they burn us out, regardless of the fire release clause. I am willing to assist Mr. Dickson in the case referred to if it meets the approval and desire of the grain dealers to take a hand in this case. I knew Mr. Dickson's father well and would be glad to see the son get a square deal.—Pioneer Shipper.

Care in Billing Saves Trouble.

Grain Dealers Journal: We are very glad to receive consignments from our shippers and hesitate to write them individually to call attention to their neglect of important details in billing out shipments of grain. When making drafts with B/L we would like to have the shipper observe the following points:

Send the invoice in due time, and attach the proper documents. Drafts come in here at times for payment at sight without prior advice of shipment.

Bill grain S/O and not on straight B/L when draft is to be made, as the receiver has no title to property billed straight to shipper.

Put the freight rate on the B/L.

Do not bill a car for 60,000 lbs. when it contains 25,000 to 35,000 lbs. more, for two reasons, one being that bank will object to advancing much more than the face value, and second, the railroad company will certainly refuse to pay claim for the full amount in the car if lost in transit.

Do not use a rubber stamp signature, to be initialed by the office boy. The

railroad agent should likewise be requested to sign by hand.

Bills of lading are as valuable as gold certificates and should be handled carefully instead of being thrown around negligently. Lastly, leave a fair margin, instead of drawing to the last cent.—R. E. Seaver.

A Correction.

Grain Dealers Journal: It has been called to my attention that the statement made in my recent letter published on page 822 of the Journal for Nov. 25, regarding the inspection of certain cars of wheat at Cairo, Ill., is somewhat indefinite in its reference to the grading of this wheat as "Mixed." The inference is that this grade was placed upon the grain by the licensed inspector for the Cairo Board of Trade Inspection Dep't. I am informed that the inspector for the Inspection Dep't graded the wheat as follows: Car M. K. & T. 81168, 3 Dark Hard Winter, 57-lb., 1% dockage; car R. I. 40488, 2 Hard Winter, 58-lb., no dockage; car A. T. & S. F. 45588, 1 Hard Winter, no dockage.

The inspector was asked to review the samples, without reinspection, which was done with the result that the inspection was sustained.

Appeal was taken to the Federal Supervisor, who changed the grading as follows: Car M. K. & T. 81168, 3 Mixed Wheat, 57-lb., 1% dockage, Hard Red Winter 53.3%, Hard Red Spring 31.1%, Soft Red Winter 15.2%; car R. I. 40488, 2 Mixed Wheat, 58-lb., 1% dockage, Hard Red Winter 70.2%, Hard Red Spring 25.5%; A. T. & S. F. 45588, 1 Mixed Wheat, 60-lb., 1% dockage, Hard Red Winter 81.4%, Hard Red Spring 16.8%.

I am further informed that at Washington the following grades were placed upon these cars: M. K. & T. 81168, 3 Mixed Wheat, 13% Soft Red Winter; R. I. 40488, 2 Hard Winter; A. T. & S. F. 45588, 1 Hard Winter.

In view of these facts, it was *not* the inspector for the Cairo Board of Trade Inspection Dep't who did the grading complained of, but the *Federal Supervisor*. I will ask, therefore, that you make this correction in the next issue of the Journal.—E. J. Smiley, sec'y Kansas Grain Dealers Ass'n, Topeka, Kan.

J. T. Buchanan Elected Pres.

Looking back ten years the Omaha Grain Exchange probably has made greater progress than any other of the grain boards of the United States. Much of this success must be credited to its good fortune annually in choosing for its executive officers men of broad vision who at the same time are in close touch with trade conditions by having had their hand at the helm of large business interests.

In the choice of J. T. Buchanan for president at the recent annual election the members of the Exchange assure themselves of the benefits of the experience of one of the largest warehousing interests in the Northwest, the Peavey System, for Mr. Buchanan has been with the Omaha Elevator Co. as assistant sec'y and sec'y for the past 16 years. He began with the same company 22 years ago but his connection was broken by enlistment in the First Nebraska Volunteers in the Philippine Islands during the Spanish-American War. For 11 years he has been a member of the Grain

Exchange and a director for three years past. A portrait of the new pres. is given herewith.

Who Goes to Berlin?

The contest now being conducted by Henry E. Wack & Co., in which the prize offered for the best article on the subject "How Shall We Kan the Kaizer?" is a check for \$150, is creating considerable interest.

In the Journal for Nov. 10, on page 725, the prize was referred to as "representing a first class passage from Baltimore to Berlin, via Bordeaux." Dealers have written to know how one may expect to buy a passage for the sum offered. The explanation is that the contest is styled a Trip to Berlin because it is based upon the permits for entrance to Berlin with the A. E. F. issued by Mr. Wack at the Milwaukee convention of the Grain Dealers National Ass'n.

There is nothing on record to show that any objection will be raised against the use of the money for any purpose, say buying War Savings Stamps, by the one to whom it is awarded. Those who expect to try for it should get busy as the contest ends at midnight Jan. 15.

Time Limit Off Coarse Grains.

J. J. Stream, head of the coarse grain section of the Food Administration, has sent out the following telegram:

Washington, Dec. 6.—You are hereby advised that from this date it will be permissible for your exchange to remove all time limitations on trading on the futures deliveries of corn, oats, rye and barley. Spreading any one commodity between different months to the extent of 200,000 bus. on each side, in addition to open interest of 200,000 bus. is also permitted. Conditions at the moment do not warrant abrogation or modifications of present limit on speculative account. This and other restrictions will be removed at the very first opportunity.

REGINA, SASK.—The Dominion Seed Purchasing Commissioner with headquarters here has been vested with powers to commandeer oats required for seeding purposes. The premium on seed oats has also been increased to ten cents a bushel over Winnipeg prices instead of five cents for No. 1 oats. In Alberta, the premiums have been raised to 15 and 11 cents for No. 1 and No. 2 seed oats respectively. The commissioner estimates that 3,000,000 bushels will be required in seed oats for the whole west and as there is a prospect that an insufficient supply of first class seed oats is available in the west, arrangements are being made to buy oats in Minneapolis.

THE PERISHABLE PRODUCTS inspection law, which went into effect Oct. 4, will be administered under regulations recently promulgated and published in full in Circular No. 120 of the U. S. Dept. of Agriculture.

Coming Conventions.

Feb. 12, 14.—Farmers Co-operative Grain Dealers Ass'n of Kansas at Topeka, Kan.

Feb. 18, 20.—Minnesota Farmers Grain Dealers Ass'n at Minneapolis, Minn.

May 20, 21, 1919.—Grain Dealers Ass'n of Oklahoma at Oklahoma City, Okla.

May 22, 23, 1919.—Kansas Grain Dealers Ass'n at Hutchinson, Kan.



J. T. Buchanan, Omaha, Neb.,
President Grain Exchange.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Winnipeg, Man., Nov. 22.—On Nov. 14 the crop estimate for Manitoba, Saskatchewan and Alberta was 159,918,000 bus. wheat; 211,885,000 bus. oats; 36,177,000 bus. barley; and 2,000,000 bus. rye.—Northwest Grain Dealers Ass'n.

Ekfrid, Ont., Nov. 27.—The reappearance of the Hessian fly is causing considerable alarm. Some of the earlier and more advanced fields of wheat are showing signs of being blighted, and farmers say that the trouble is due to this pest. It is said to have been due to the depredations of the fly that Ontario farmers had to give up growing spring wheat. The acreage under wheat in the province is unusually large.—T. C.

IDAHO.

Felt, Ida., Nov. 26.—Threshing is about % completed. Much of the grain was badly frosted.—J. S. Snyder, mgr. Thomas Bros.

ILLINOIS.

Heyworth, Ill., Dec. 3.—Yield of corn is rather below the average, but the quality is excellent.—U. N. Hieronymus, mgr. Farmers Co-operative Grain Co.

INDIANA.

Elnora, Ind., Dec. 5.—Wheat looking fine. Corn husking in full blast. Corn good quality.—John Caress, mgr. Lemon Mill Co.

Foresman, Ind., Dec. 5.—Corn crop good; mostly husked, and some coming to market.—Chas. Russell, mgr. Lyons, Rich & Light.

Stewart sta. (Tab p. o.), Ind., Dec. 4.—Corn is of very high quality, but small yield, about 37 bus. per acre being the average.—H. M. Pence, mgr. Stewart Elvtr. Co.

IOWA.

Scranton, Ia., Nov. 27.—Quite a lot of winter wheat sown this fall. Corn fell short about 10 bus. per acre from what the farmers expected early. The quality is good.—Guy O. French, mgr. Farmers Elvtr. Co.

KANSAS.

West Mineral Kan., Dec. 4.—Wheat is looking fine and a large acreage was sown last fall.—Chas. Cragg, agt. Goodlander Mills.

Penokee, Kan., Nov. 30.—Winter wheat is looking exceptionally good, except for the fact that it was planted late and will not yield any winter pasture.—F. H. Gripp, mgr. The Farmers Elvtr.

Topeka, Kan., Nov. 27.—Acreage sown to winter wheat this fall is by far the largest in the state's history, being 10,825,631 acres, or 9.3% greater than in 1917. The season has been favorable and average condition is 96, on basis of 100 representing a satisfactory situation. While soil and weather conditions have been excellent in the western counties, reseeding was necessary to some extent in this region, owing to damage from grasshoppers, and because of the presence of these pests sowing was delayed in many localities. The later sown wheat, while comparatively small, is a good stand and thrifty. Quite generally wheat is of rank growth, and the excellent pasturage it affords is a boon to stockmen.—J. C. Mohler, sec'y state board of agriculture.

MICHIGAN.

Lansing, Mich., Dec. 1.—Conditions of wheat is 100% of an average, and that of rye 100%.—Coleman C. Vaughan, sec'y of state.

MISSOURI.

La Due, Mo., Dec. 2.—Corn crop very light. Condition of wheat 100% and with favorable season will have a bumper crop for 1919, as a very large acreage has been sown.—Otto Volkmann, mgr. La Due Grain & Supply Co.

NEBRASKA.

Washington, Neb., Dec. 2.—Corn crop averaging about 15 bus. per acre. Wheat a losing proposition because we can not ship.—Herman Busch, mgr. Farmers Union Co-operative Ass'n.

Dorchester, Neb., Dec. 4.—Corn crop a failure. Will ship in corn and oats. A large acreage of wheat sown and plenty of moisture for the winter. Never saw wheat look better.—E. M. Olds, mgr. Farmers Co-operative Grain & Live Stock Co.

NORTH DAKOTA.

Harlow, N. D., Dec. 1.—Grain is not moving very fast as roads are bad and elvtrs. are filled once in a while. Most of the rye is left to come in yet, and some will not haul it until next spring.—Ing Iverson, agt. Osborne-McMillan Elvtr. Co.

OHIO.

West Rushville, O., Dec. 5.—Winter wheat is looking good as it goes into the winter.—Dilger & Snyder.

Funk, O., Dec. 2.—Good fall weather has given growing wheat a good start.—James Hudson, mgr. Funk Equity Union Co.

OKLAHOMA.

Waukomis, Okla., Dec. 1.—Wheat is in excellent condition, and the acreage is largely increased. Do not think conditions have ever been better at this time of year, and if we continue to receive moisture thruout the winter spring crops should get a good start when they are put in.—Geo. M. Lovell, agt. El Reno Mill & Elvtr. Co.

Oklahoma City, Okla., Dec. 1.—The condition of wheat is 93%. Condition last month was 85% and on the same date in 1917 wheat showed a growing condition of 51%. In every part of the state the ground is in excellent condition, and prospects for a bumper crop were never better at this time of the year.—Frank M. Gault, pres. state board of agriculture.

SOUTH DAKOTA.

Sioux Falls, S. D., Nov. 29.—Corn is beginning to move.—Merchants Elvtr. Co.

Big Winter Wheat Acreage.

An increase of 14.7% in the acreage seeded to winter wheat is indicated by the report of P. S. Goodman, of Clement, Curtis & Co., issued Dec. 6. This represents an increase of 6,814,000 acres, and places the total at 48,484,000. The large increase is attributed to the government guarantee of the price for the crop raised next year, and will probably be reflected in the reduction of acreage seeded in the spring to other crops. Comparing with the prewar period—that of the fall of 1913, the increase in acreage seeded is 11,300,000 or 30%.

The indications are for a heavy yield as the condition is 96.2, the second largest reported in recent years, being exceeded in 1913 by one point. Winter killing is in direct proportion to the December condition. The loss on the 1913 crop was but 3%, and the yield per acre was 19 bus. on the remainder. Should a similar result follow this large acreage, the crop would be around 900,000,000 bus. On an average winter killing estimate and average production, the acreage suggests a crop of 800,000,000 bus. A similar increase in spring wheat suggests a possibility of one and a quarter billion bushels of all wheat. There is also a large acreage seeded to winter rye, the northwest has been successful in raising this grain, and has been enlarging its acreage each year, as it is less subject to violent loss than winter wheat in the northern portion of the country.

The total wheat crop on the preliminary basis showing over 900,000,000 bus. has been pressing to the market on account of the fixed price, and the accumulation in the visible is the largest of record. The probability of another large crop next year—for spring wheat acreage will likely increase as much as the winter wheat—suggests that the food control will have to carry a large burden beyond the period of the guaranteed price, which extends to the summer of 1920.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

CANADA.

Winnipeg, Man., Nov. 22.—On Nov. 14 farmers held 34,900,000 bus. of wheat of this year's crop.—Northwest Grain Dealers Ass'n.

INDIANA.

Elnora, Ind., Dec. 5.—Farmers holding most of their corn for higher prices.—John Caress mgr. Lemon Mill Co.

IOWA.

Council Bluffs, Ia., Nov. 25.—No grain is moving. Terminal houses are all full, and unless they make room some place I do not know what will be done with the large corn crop.—Chas. F. Walker, supt. Farmers Terminal Elvtr. Co.

Scranton, Ia., Nov. 27.—About 60% of oats moved. Have shipped 5 cars of wheat this season against none last season. Corn has just started to move. Good feeding demand from the south at good prices. The permit system will make movement of corn slow.—Guy O. French, mgr. Farmers Elvtr. Co.

MICHIGAN.

Lansing, Mich., Dec. 1.—Farmers marketed 261,698 bus. of wheat at 96 mills and 68 elvtrs. during November. The estimated total number of bushels marketed in the 4 months, August-November, is 3,000,000. No wheat was marketed at 86 mills and elvtrs. during November. Grain threshed in the state up to and including Nov. 16 was as follows: winter wheat, 9,128,787 bus.; spring wheat, 960,962 bus.; rye, 7,257,741 bus.; oats, 61,677,554 bus.; barley, 8,304,996 bus.; and buckwheat, 310,106 bus.—Coleman C. Vaughan, sec'y of state.

MISSOURI.

La Due, Mo., Dec. 2.—Wheat all out of farmers' hands. They are holding oats for feed. No corn to be shipped out.—Otto Volkmann, mgr. La Due Grain & Supply Co.

MONTANA.

Enid, Mont., Nov. 21.—There is quite a lot of grain to be threshed in this county. Roads are bad, making receipts light.—C. F. Barnett, agt. International Elvtr. Co.

NEBRASKA.

Eustis, Neb., Dec. 4.—About one-fifth of this year's wheat crop in farmers' hands. Very little corn has been marketed. The quality of corn is good.—G. C. Wolford, agt. C. B. Seldomridge.

NORTH DAKOTA.

Ryder, N. D., Nov. 23.—We have an immense territory here, and receipts will be about one million bushels, consisting principally of wheat and flax.—H. C. Tordsen, agt. Minnesota Elvtr. Co.

OHIO.

Funk, O., Dec. 2.—About 90% of wheat has been shipped.—James Hudson, mgr. Funk Equity Union Co.

Sabina, O., Dec. 5.—Corn crop about one-half the usual yield and all being fed to hogs. Practically none coming to market. Wheat in this vicinity has all been moved out.—W. D. Rapp & Son.

OKLAHOMA.

Oklahoma City, Okla., Dec. 1.—The farmer still has on hand from this year's crop 50% of corn, 11% of wheat and 32% of oats. On same date in 1917 he had on hand 53% of corn, 18% of wheat and 29% of oats.—Frank M. Gault, pres. state board of agriculture.

SOUTH DAKOTA.

Sioux Falls, S. D., Nov. 29.—Corn is of good quality, but the yield per acre is smaller than expected.—Merchants Elvtr. Co.

Wheat Movement in November.

Receipts and shipments of wheat at the various markets during November, compared with November, 1917, were as follows:

	Receipts		Shipments	
	1918.	1917.	1918.	1917.
Baltimore	1,267,545	2,234,709	1,690,693	881,703
Chicago	5,629,000	2,276,000	8,498,000	840,000
Cincinnati	135,450	726,000	183,825	711,409
Detroit	301,000	250,000	7,000	33,000
Galveston	.....	.....	678,017	18,591
Indianapolis	264,000	247,500	56,000	73,750
Kansas City	2,492,100	3,360,150	1,864,350	569,700
Minneapolis	9,420,180	12,376,920	2,364,510	3,381,070
New York	.....	6,336,700	.....	4,270,691
Omaha	999,600	1,868,400	1,130,400	1,330,800
Philadelphia	1,902,575	3,162,455	2,236,093	2,767,507
St. Louis	1,968,893	2,090,701	1,266,600	1,408,630
Toledo	623,552	1,058,000	4,270	182,400
Winnipeg	24,273,375	35,052,000	.....	.....
Wichita	871,200	630,000	360,000	120,000

Corn Movement in November.

Receipts and shipments of corn at the various markets during November, compared with November, 1917, were as follows:

	Receipts		Shipments	
	1918.	1917.	1918.	1917.
Baltimore	242,907	220,078	.....	689,428
Chicago	6,139,000	4,851,000	5,288,000	981,000
Cincinnati	211,200	393,904	144,100	138,907
Detroit	198,000	82,000	73,200	12,000
Indianapolis	1,276,000	1,237,500	640,000	330,000
Kansas City	875,000	1,597,500	734,250	856,250
Minneapolis	325,460	472,340	314,600	113,000
New York	.....	125,800	.....	454,800
Omaha	1,096,200	903,000	1,092,000	523,600
Philadelphia	53,707	94,335	.....	823
St. Louis	1,957,331	2,203,975	1,022,330	628,370
Toledo	102,500	60,000	31,300	3,400
Wichita	57,000	84,000	25,000	65,000

Oats Movement in November.

Receipts and shipments of oats at the various markets during November, compared with November, 1917, were as follows:

	Receipts		Shipments	
	1918.	1917.	1918.	1917.
Baltimore	507,968	1,751,819	605,541	925,218
Chicago	10,947,000	13,634,000	9,435,000	9,257,000
Cincinnati	432,000	515,005	180,800	491,149
Detroit	102,500	290,000	23,000	23,000
Indianapolis	1,476,000	1,387,800	430,000	928,800
Kansas City	751,400	1,948,200	729,000	1,512,000
Minneapolis	3,590,970	4,306,860	4,623,770	3,893,620
New York	.....	1,708,000	.....	1,827,258
Omaha	2,048,000	2,864,000	1,880,000	3,186,000
Philadelphia	921,975	1,690,693	475,707	1,022,710
St. Louis	2,282,060	2,642,250	1,658,710	2,064,970
Toledo	836,350	332,000	541,635	196,700
Wichita	37,500	36,000	18,000	25,000
Winnipeg	2,373,150	10,383,750	.....	.....

Rye Movement in November.

Receipts and shipments of rye at the various markets during November, compared with November, 1917, were as follows:

	Receipts		Shipments	
	1918.	1917.	1918.	1917.
Baltimore	681,730	889,981	174,461	1,127,554
Chicago	730,000	500,000	531,000	327,000
Cincinnati	52,800	72,765	45,100	51,785
Detroit	105,000	59,000	13,000	4,000
Galveston	.....	.....	.....	108,745
Indianapolis	144,000	45,000	70,000	47,500
Kansas City	33,100	55,000	.....	20,900
Minneapolis	1,300,510	1,508,030	424,170	535,870
New York	.....	532,500	.....	885,236
Omaha	161,700	205,700	88,000	159,500
Philadelphia	226,516	154,379	46,899	103,070
St. Louis	14,584	34,290	1,600	38,420
Toledo	64,400	19,200	9,340	9,700
Wichita	.....	4,000	.....	4,000
Winnipeg	204,000	74,000	.....	.....

Barley Movement in November.

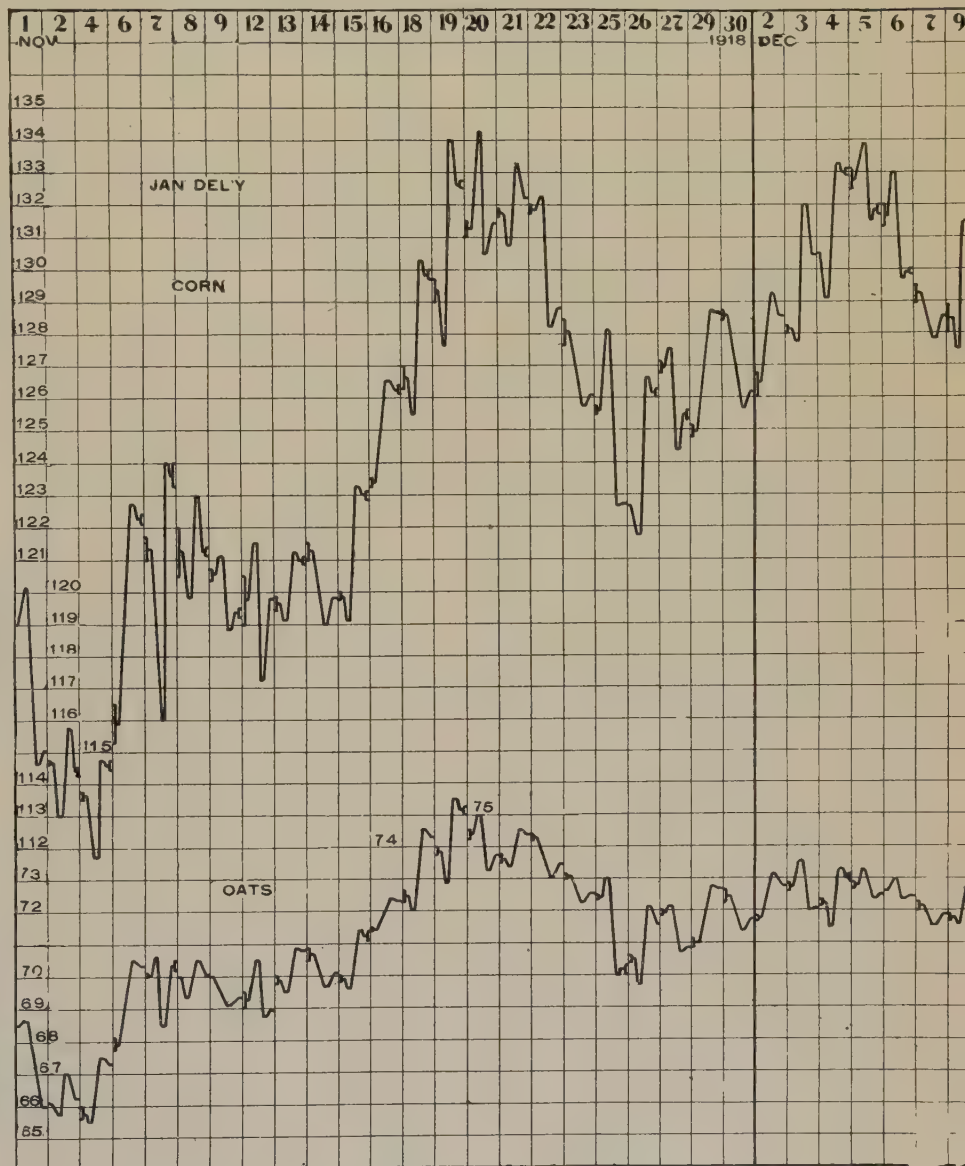
Receipts and shipments of barley at the various markets during November, compared with November, 1917, were as follows:

	Receipts		Shipments	
	1918.	1917.	1918.	1917.
Baltimore	68,500	5,951	.....	.....
Chicago	1,876,000	2,590,000	553,000	659,000
Cincinnati	.....	207,762	.....	13,950
Detroit	1,000	.....	.....	.....
Galveston	.....	.....	.....	127,921
Kansas City	321,000	127,500	98,800	37,700
Minneapolis	3,386,310	3,141,030	2,263,930	3,413,730
New York	.....	630,650	.....	259,766
Omaha	282,600	253,800	336,000	293,400
Philadelphia	3,750	2,492	.....	.....
St. Louis	123,200	289,910	17,070	45,640
Toledo	10,200	3,000	17,700	.....
Wichita	.....	.....	10,000	.....
Winnipeg	1,110,200	1,660,100	.....	.....

Exports of Grain Weekly.

	Wheat		Corn		Oats	
	1916-7.	1915-6.	1916-7.	1915-6.	1916-7.	1915-6.
Tot. July 1-June 29	118,054,000	283,401,000	33,226,000	54,074,000	132,498,000	120,160,000
Sept. 28	5,088,000	2,340,000	289,000	172,000	2,914,000	2,682,000
Oct. 5	5,532,000	2,379,000	153,000	542,000	2,704,000	4,801,000
Oct. 12	4,078,000	4,293,000	52,000	247,000	2,439,000	6,398,000
Oct. 19	4,200,000	2,429,000	38,000	87,000	4,478,000	3,500,000
Oct. 26	4,143,000	2,533,000	31,000	27,000	5,086,000	2,497,000
Nov. 2	2,513,000	1,572,000	30,000	270,000	2,394,000	2,476,000
Nov. 9	.....	.....	No report.	.....	.....	.....
Nov. 16	.....	.....	No report.	.....	.....	.....
Nov. 23	4,005,000	3,359,000	.....	.....	.....	.....
Nov. 30	7,560,000	2,800,000	140,000	59,000	3,661,000	2,092,000
Dec. 7	10,900,000	4,294,000	114,000	164,000	3,335,000	1,246,000
Totals	71,310,000	73,421,000	6,456,000	9,756,000	54,679,000	67,008,000

Opening, High, Low and Close at Chicago Since Nov. 1.



Daily Closing Prices.

The daily closing prices of oats and corn for December delivery at the following markets for the past two weeks have been as follows:

	DECEMBER OATS.											
	Nov. 25.	Nov. 26.	Nov. 27.	Nov. 28.	Nov. 29.	Nov. 30.	Dec. 1.	Dec. 2.	Dec. 3.	Dec. 4.	Dec. 5.	Dec. 6.
Chicago	70 3/4	71 1/4	71 1/4	72 1/4	72 1/4	73	72 3/4	73 1/4	73 1/4	73 1/4	73 1/4	73
Minneapolis	66 3/4	68 1/4	67 3/4	69 1/2	68 1/2	69 1/2	68 3/4	69 1/4	69 1/4	69 1/4	69 1/4	69 1/4
St. Louis*	70	70 1/4	70 1/4	71 1/4	71 1/4	72 1/4	72	71 1/4	71 1/4	72	71 1/4	71 1/4
Kansas City†	69 3/4	70 3/4	69 1/4	71 1/4	69	70	70 1/4	70 1/4	70 1/4	70 1/4	69 3/4	70 3/4
Milwaukee	70 5/8	71 1/2	71 1/4	73	72 3/4	73	72 3/4	73 1/4	73 1/4	73 1/4	72 3/4	73 1/4
Winnipeg*	80 3/4	83 1/4	81 1/4	81 1/4	80 3/4	81 1/4	81 1/4	80 1/2	79 1/4	79 3/4	82 3/4	83 3/4

	DECEMBER CORN.											
	Nov. 25.	Nov. 26.	Nov. 27.	Nov. 28.	Nov. 29.	Nov. 30.	Dec. 1.	Dec. 2.	Dec. 3.	Dec. 4.	Dec. 5.	Dec. 6.
Chicago	122 1/2	125 1/2	124 3/4	127 1/2	127	128 1/2	130 3/4	134	134 1/4	133 3/4	132	133 1/2
St. Louis**	128 1/2	131	129 3/4	132 1/2	131 1/2	132 1/2	133 3/4	136 1/4	135 3/4	134 3/4	132	133 3/4
Kansas City†	129 1/4	132 1/4	131 3/4	133 1/4	132 1/4	133 1/4	135 3/4	138 3/4	137 1/2	137 1/2	134 3/4	136 1/4
Milwaukee	122 1/2	125 1/2	124 3/4	128	127 1/2	128 1/2	130 3/4	134	134 1/4	134	132	.....

*St. Louis January corn and oats after Nov. 30. †February corn Dec. 7. ‡Kansas City January corn and oats after Dec. 6. *Winnipeg May oats Dec. 9.

Meeting Industrial Traffic League.

The annual meeting of the National Industrial Traffic League was called to order at Cincinnati, O., Nov. 21, by Pres. Guy M. Freer of that city.

Ass't Sec'y E. F. Lacey read the annual report of the sec'y-treas., showing \$14,233.42 received in dues, which with other items made up receipts of \$17,147.81 for the year. Altho the disbursements included a \$5,000 subscription to the Third Liberty Loan the cash on hand Nov. 1, nearly \$2,951.23, was nearly three times the amount on hand a year ago. A further investment of \$3,000 was since made in the Fourth Liberty Loan.

H. C. Barlow, Chicago, chairman of the executive com'te, reported that the U. S. Railroad Administration was working on a uniform telegraphic code to be used in car tracing, to contain the names of railroads and stock phrases generally used.

A. W. McLaren, Chicago, reported for the side track agreement com'te, that little or no progress had been made: We don't know just what we are signing away. It was stated here a little while ago by a gentleman who went to New York and saw the president of the New York Central that if he signed that agreement for a little tank side track out here in Indiana, and one of the representatives of his company went down to the Grand Central Station in New York and threw a match in the waste-basket and burned down the Grand Central Station his company would be liable. The liabilities at times have been upheld by the courts and you are going to have to stand for it. Some of the agreements that have been issued in the past few months make the lessee of a side track liable for the negligence of the carrier.

Our suggestion is that where a contract is presented which is unfair on the face of it, putting liabilities that are absolutely beyond the control of the user on the lessee, he simply ought to go back and insist that he be given a fair contract and just let the thing rest until he gets it. The railroad people usually fix it up. The fire insurance people that we have had the matter up with wanted to co-operate with us, but they have not been able to get anywhere themselves.

J. M. Belleville, Pittsburgh, chairman freight claims com'te: A very large number of the freight claim departments of the railroads are in a deplorable condition. In many cases claims are not treated with even ordinary courtesy. We have received statements of claims from members at nearly 40 different cities.

Express claims are in worse condition than railroad claims, some members having claims running back as far as 1916. Our members are daily receiving requests for duplication of papers, the originals having been lost.

We recommend that members send lists of old claims to John H. Howard, covering only loss and damage, as he has no jurisdiction over overcharge claims. They come under the jurisdiction of Director Prouty. Mr. Howard is manager of the claims section of the U. S. Railroad Administration, Washington, D. C.

The chairman of your com'te had a conference with Mr. Howard Nov. 6. He stated that his conferences with shippers of different commodities satisfied him there could be no agreement among shippers as to a form, and therefore he proposed to make the standard form absolutely mandatory.

In a conference last week between Mr. Howard and a com'te of the American Steel and Iron Institute Mr. Howard modified the order and stated that present forms of the shippers would be accepted by the carriers until the supply had been exhausted. This has been confirmed by one of our members who talked with Mr. Howard a few days ago.

We recommend to any of our members who have had claims declined on account of not being on the standard forms that they return them to the freight claim agent, advising him that Manager Howard has ruled that the present forms of the shippers would be accepted by the carriers until the supply had been exhausted, after which the standard forms must be used.

It would be a bad move against efficiency to make up our claims in any way we like.

O. F. Bell, Chicago: I wrote to Mr. Howard and called in question his right to demand the use of any form provided the claim was properly supported by the essential documents and also told him that in these days it was a waste of money and it was a waste of paper to throw these forms away. There were hundreds of thousands of them in use and it was an absolute sinful waste to throw them away, and I was going to use them regardless. And I told him if the railroads would insist upon a certain form being used it became their duty to furnish that form to shippers. When shippers present their claims backed up by evidence the railroads ought to pay them.

F. E. Williamson, Buffalo, N. Y.: Certain of the lines at Buffalo have refused to furnish the forms and will give no information as to where you can obtain those forms.

Mr. Belleville: Mr. Howard won't stand for the railroads refusing to furnish forms to small shippers.

Mr. Tingley: This discussion has gotten on the wrong track. The fact of the matter is there is no legal form; there is no law compelling a man to make a bill against another man on any certain form. That is the position of the shipper or the consignee who may have a claim against the railroad company. There is no law compelling him to make a claim against that company in any certain form so long as he has a document to support the claim. He can make it in any form he wants to.

Pres. Freer: I think that is right.

Mr. Bell: Director McAdoo has gotten out a circular, No. 55, requiring the presentation of claims for overcharge on a certain form approved by the Commission. There are some other conditions in that circular that ought to be given attention.

Mr. Belleville: I think it would be well for the shipper to add to the bottom of his form a rubber stamp statement to the effect "The foregoing statement of facts is hereby certified to as correct."

We often have to do things that we are not compelled to do, in the interest of efficiency.

C. E. Childe, Omaha: Mr. Howard told me at Washington a few days ago "It is the plan of the railroad administration which I propose to put into effect very shortly that freight claim agents will be instructed to pay the claims of all responsible shippers upon their certification without any other investigation other than the mere checking up of the fact that the shipment was received in good order and that it was delivered in bad

order." In other words, the Railroad Administration will take the claimant's word for the correctness of the claim. If it afterwards develops that the shipper has filed an incorrect claim, the Railroad Administration proposes to prosecute him for fraud.

The John Barton Payne rules for the settlement of loss and damage claims were sent out to the regional directors, and Mr. Aishton, then director of the western lines, called a meeting of the western freight claim agents in Chicago and these agents got together and adopted a set of rules which they submitted to Washington for approval, and Mr. Aishton got out an order that in the meantime these rules would be observed by the western freight claim agents. Since that time the western agents have been declining claims simply because as provided by those rules the carrier had no record of exceptions of handling.

I went to Mr. Howard and said this is dead wrong. Our people won't stand for it. Furthermore in General order No. 41 the director general had said the carriers had to settle all claims in accordance with their legal liability. Mr. Howard said: If the freight claim agents are not settling claims in accordance with the legal liability I want to know it, as provided in my Circular No. 1, of Nov. 1."

Mr. Barlow, for the executive com'te, read the following resolution, which was adopted:

Oppose Government Operation of Railroads.

WHEREAS, the executive com'te is of the opinion that operation of the railroads by their owners is preferable to government operation, and

WHEREAS, before the railroads are returned to their owners for operation additional legislation is necessary for the protection of their interest and the interests of the public,

THEREFORE, we recommend that the Pres. of the League appoint a special com'te of nine members to consider such additional legislation and report to the executive com'te at an early date.

The old officers were re-elected: G. M. Freer, Cincinnati, O., pres.; and O. F. Bell, Chicago, Ill., secy-treas.

Adjourned *sine die*.

A MOVEMENT toward providing adequate grain storage facilities at eastern terminals was launched at Washington recently by O. P. B. Jacobson, of the Minnesota State Railroad and Warehouse Commission, at the convention of the National Ass'n of Railroad Commissioners.

Trade Censorship Modified.

Members of the Chicago Board of Trade have been informed by John R. Mauff, sec'y, in a recent circular that the voluntary restrictions on the expression of opinion have been relaxed. He says:

Bulletin No. 18, under date of March 26, 1918, that refers to and prohibits opinions or advice as to the probable course of the markets on corn, oats and provisions for future delivery, and now in effect, is hereby rescinded by the action of the directors of the Chicago Board of Trade Nov. 29, 1918.

In lieu thereof it will be permissible to indicate the probable course of the markets, furnishing in connection therewith facts and figures in substantiation of opinions so expressed. Advice to or requests by members of clients to buy or sell, however, will not be permitted. Great care should be used in the dissemination of market information and the language employed.

Expressions of an undignified character will not be considered in good form nor permissible under the new restrictions. The circulation of Broomhall's cables and Argentine news is no longer in conflict with the wishes of the Board of Directors, but members will be held responsible for the authenticity of any such reports disseminated.

War Affecting the Grain Trade.

LIVING conditions in Petrograd are said to be past belief. Flour is selling at 50 rubles per kilogram of 2.2 lbs.

INTERMOUNTAIN territory is covered by new shipping instructions issued Nov. 30 by D. F. Piazzek in Circular No. 71, canceling No. 70.

AN OFFER of 1,000,000 tons of wheat was made Dec. 3 by W. M. Hughes, premier of Australia, at a price of 5s 7d equal to about \$1.18 per bushel, provided Australia be permitted to compete in the world's markets.

WHEAT FLOUR EXPORTS to the West Indies, Mexico and Central and South America will now be permitted by the War Trade Board, the Food Administration having assented, and the licenses will be granted on approval by the Grain Corporation.

THE TERM "samples" as it is used in connection with export licenses issued by the War Trade Board, is construed to mean articles or portions thereof intended for use in soliciting orders, and is not construed to include any article or portion thereof which is itself intended to be sold as an article of commerce.

HERBERT C. HOOVER, who is now in Europe, introduced at the last session of the interallied food conference a resolution, which was unanimously adopted, that the food situation everywhere should be relieved in every way possible. It is understood that his mission abroad is to carry out this policy.

IN CANADA it is said that the government, in considering the fixing of prices for 1919 wheat, decided that the regulations for the flow and price of wheat for immediate purposes of Europe, if attempted at all, should be undertaken by the allies at the Peace Conference. In order that the interests of the middle west should not be overlooked, two representatives named by the farmers and grain dealers themselves are to be appointed to proceed overseas, with a view to taking the matter up with the Prime Minister and the allies.

MANY MILLERS are finding it difficult to get wheat to keep their mills running, despite the big visible supply. The government owns the wheat, and it is refusing to sell any of it to the mills, it is said. An explanation of the attitude of the Food Administration, credited to D. F. Piazzek, Kansas City Zone agent, is that a number of mills took advantage early in the season of the offer of the Administration to permit them to buy wheat, and put grain into store. Others, who proceeded on a hand to mouth policy, are without supplies at this time, and the Food Administration considers it would be unfair to sell them the wheat now.

Remove Time Restrictions on Coarse Grains.

As permitted by J. J. Stream, coarse grain administrator, the directors of the Chicago Board of Trade, have adopted the following regulations:

All regulations heretofore enacted governing the trading in corn, oats, rye and barley for future delivery are hereby rescinded.

On and after Saturday, Dec. 7, 1918, members will observe the following regulations in dealing in the aforesaid commodities for future delivery:

First—On contracts for the current month no member shall have open and outstanding any contract for the purchase or sale for any person not duly licensed by the food administration.

Second—No member shall carry for his own account, or for the account of any customer, speculative commitments in excess of 200,000 bu. in any one commodity. However, in addition to the aforesaid amount, it will be permissible to carry so-called spread accounts to the extent of 200,000 bu. on each side.

Third—Daily reports of transactions to the secretary's office shall be discontinued from today.

Fourth—Restrictions in regard to trading in provisions will remain in force as heretofore.

Cornelius M. Barlow Dead.

Cornelius M. Barlow, a grain dealer of Kokomo, Ind., and well known to the grain trade of the country, died recently of pneumonia.

Mr. Barlow, who was born in Sharpsville, Ind., in 1860, removed to Kokomo 27 years ago. His first connection with the grain business was as an employee of the firm headed by George McGee. After a time this firm became McGee & Barlow. In more recent years Mr. Barlow has conducted his business under his own name.

In his business dealings he was courteous and exact. Much of Mr. Barlow's success was no doubt due to his remarkable adaptability for hard work. He often worked beyond his strength, which perhaps undermined his vitality and rendered him more susceptible to the disease which resulted in his death.

Mr. Barlow is survived by his widow; a son, Lieutenant George Barlow, now stationed at Fort McArthur, Tex.; and a daughter, Mrs. Frank Watkins, of Cleveland, O. Two brothers and two sisters also remain of his immediate family.

ARGENTINE shipments of wheat from Jan. 1 to Dec. 4 have been 109,224,000 bus., against 36,861,000 bus. for the corresponding period of 1917.

STRANGER—Farm products cost more than they used to.

THE FARMER—Yes. When a farmer is supposed to know the botanical name of what he's raisin' an' the entomological name of the insect that eats it, an' the pharmaceutical name of the chemical that will kill it, somebody's got to pay.

Masked, But Not Bandits.

From time immemorial the novelist has found a never failing source of helpfulness in his created situations by making his characters to don a mask to hide their features from the public gaze when for the purposes of his story it became desirable to cause those characters to engage in questionable practices. And of course all highwaymen, sneak thieves and all other burglariously inclined have used the mask quite freely. Outside of these uses the mask has been of but little service, except for the occasional masked ball and carnival.

The year 1918, however, has upset more than one tradition, and it is not at all surprising to find that even the mask has been put to a use not in keeping with time honored customs. Staid and respectable business men wear masks now on occasion, thanks to the epidemic of influenza. as witness the photograph of members, clerks and traders of the Indianapolis Board of Trade reproduced herewith.

The wearing of masks was in compliance with an order issued by the State Board of Health, and in this as in all other things the grain trade points out to all other business that much can be accomplished in any emergency by cheerfully accepting conditions and proceeding to make the best of things.

The Indianapolis Board of Trade continued to do business as usual, but it is said that the commission men felt themselves to have a decided advantage in disposing of musty grain, as the buyer was not permitted to remove his mask.

On the day the photograph was made Bert A. Boyd was celebrating his birthday. In season Bert is a baseball player, or at least he says he plays ball, and when the time came for adjournment to the roof of the building for having the picture taken Bert put on his baseball mask in addition to the regular flu mask, so he appears somewhat camouflaged. But it was not for purposes of deception that he wore the baseball mask. It was because he remembered quite well that he had never succeeded in catching anything with it on.

Federal Telegraf Service.

War Over, Peace Service Expected. Customer started night letter to us last Friday. We received it by mail Monday noon. It contained two market orders. We are not chronic kickers, but we would like better service. Why mail night messages? Why not put Government messages now on a par with business messages? Speed up. Get back to a peace basis soon as possible. Encourage business.—C. A. King & Co.



Members and Clerks of Indianapolis Board of Trade Wearing Influenza Masks.

Oregon Elevators of Unusual Design.

The drawings reproduced herewith show the cross sectional and elevation plans of two elevators which have been erected recently in the Pacific Northwest. One of these houses, at Moro, Ore., is owned by the Farmers Elevator & Supply Co., and the other, at Hay Canyon (Klondike p. o.), Ore., by the Farmers Co-operative Union. To the student of elevator construction the design used presents some interesting features on the coast. It is commonly called the "Austrian Military Type" elevator, and in technical terminology is known as a Radial Bin Type Elevator. The essential features of the two plants are identical.

The grain bin section is roughly circular in form, with 16 flat sides, these sides forming the outer walls of 16 "V" shape bins, converging to a circular elevator well 10' in diameter. Eight of the large bins are divided by cribbed partitions into two sections, thus affording a total of 24 storage bins, with an estimated capacity of 80,000 bus. A frame, iron clad, metal roof lean-to annex contains the office and driveway as well as a 600-bu. Fairbanks Morse Hopper Scale, a No. 7-E Monitor Cleaner, and in the semi-fire resistive basement underneath the office and scale portion is located the 25-h.p. Fairbanks Morse Type "Y" Oil Engine which furnishes power for the operation of the plant.

The main building is of cribbed construction, resting on a concrete foundation that extends to bed rock, and has a metal roof. A reinforced concrete circular pit, 10' in diameter and 18' deep, accommodates the two elevator legs. The bins rest on a concrete base, forming the hopper. This converges toward the pit, the grain passing from the bins to the pit thru square tunnels. Each of the tunnels is provided with a metal gate over its discharge opening into the wall of the pit, and these are opened and closed by the operation of handles which extend to the work room floor.

The base of the pit is divided into two sections by means of a concrete beam or pier 16" in height. This beam is triangular in shape, and at the apex a steel deflecting plate is adjusted in a 2½" bearing. This deflecting board, which is operated from the work floor, is for the purpose of controlling the flow of grain to either of the elevator legs.

The hopper scale and dump sink in the lean-to annex discharge grain to the pit thru a tunnel similar to those provided for the bins, it being somewhat larger and divided in the middle by a concrete pier for separating the flow. At the mouth of this tunnel is another deflecting plate to divert the grain to either leg. This plate is attached to the pier in the pit, and is also operated from the work room floor. The bin discharges are about 8' above the base of the pit, and the dump and hopper scale discharges about 16" above the base of the pit.

Each leg is supported by the 6"x8" frame base shown in the drawing, and the boot pulley is hung at the base of the leg. The bucket belt works in direct contact with the grain in the pit. The original specifications are said to have called for the installation of a suction fan and metal wind trunking for removing dust from the pit, but the plans were changed and this was not put in. To prevent dust from rising to the work room floor the pit has been sealed half way between its base and the floor, and there is a manhole for gaining access to the lower depths of the pit.

From the elevator heads grain can be diverted to the Fairbanks Registering Automatic Scale used for loading cars, or to the distributors. For this purpose the mouth of each elevator head is equipped with a deflecting board that may be turned as desired. Grain which is deflected to either of the distributors is then directed to the desired bins while that which is deflected to the scale goes thru the loading spout to the car.

In addition to the machines already mentioned, the equipment includes a

Fairbanks Morse Wagon Dump Scale and a manlift.

Difficulty due to the leaking of water into the pit has been experienced in each house, this being caused by improper waterproofing of the concrete. One of the elevators has not been operated, while the other has been in operation only a short time. It is said by engineers that the design has not been given a trial sufficient to determine whether it will or will not prove a success.

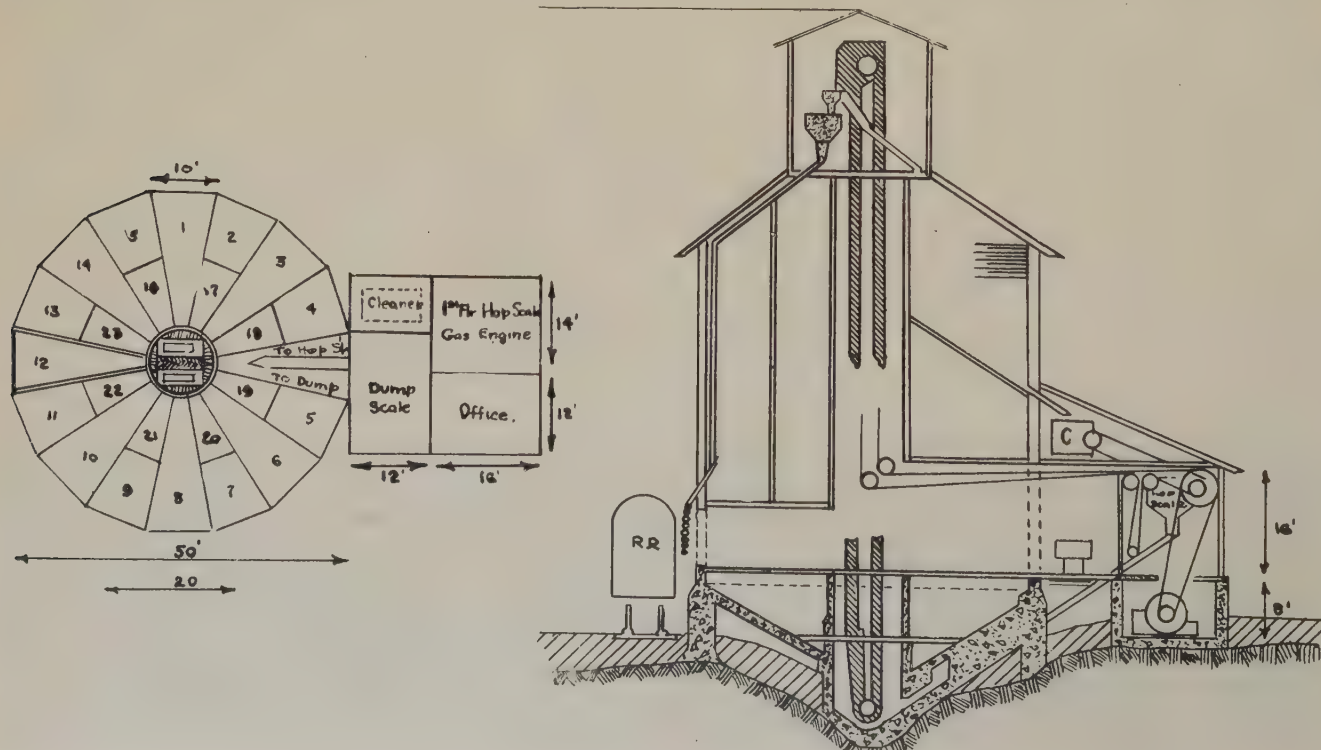
Grain Rate Hearings Begin at Chicago.

On Dec. 10 at Chicago in the Congress Hotel the Western Traffic Com'te began hearings on the western grain rate readjustment.

This com'te is composed of A. C. Johnson, chairman; S. H. Johnson, F. B. Houghton, H. C. Barlow and Seth Mann.

C. B. Stafford, of Louisville, Ky., began the first session by a presentation of the Southeastern rate situation, and C. T. Clarke, traffic manager of the Omaha Grain Exchange, outlined the recommendations of the Omaha com'te, giving the groups from which Omaha was entitled to rates from 4 cent over to the same as Minneapolis, Minn.

About 50 were in attendance, among them E. D. McDougal, of the Armour Grain Co.; Alex. Stuart, of the J. Rosenbaum Grain Co., and S. H. Benson, of the Board of Trade Transportation Dept., of Chicago; W. P. Trickett and John G. McHugh, sec'y Chamber of Commerce, of Minneapolis; Geo. A. Schroeder, of Milwaukee; Clifford Thorne, of Chicago, rep. the National Council of Farmers Co-operative companies; J. B. McGinnis, of the Memphis Merchants Exchange; C. A. Macdonald, sec'y Duluth Board of Trade; C. V. Topping, of Wichita, rep. the Southwestern Millers League; J. J. Hartnett, Wichita; G. H. Work, Denver, Colo.; P. W. Dougherty, rep. the South Dakota Railroad Commission, and G. G. Sohlberg, of the Oklahoma Millers Ass'n, Oklahoma City.



Cross Sectional Plan and Elevation of "Austrian Military Type" Elevators Built at Moro and Hay Canyon, Ore.

A Modern Feed Factory.

Some thirty years ago several of the state agricultural experiment stations were somewhat mystified by attaining more profitable feeding results from the use of ground ear corn than from the straight feeding of shelled corn. Ever since that surprise the experts have been striving to discover the perfect ration for different classes of stock in hope of attaining maximum feeding results all the time. All of the carefully conducted experiments agree that the farmer who feeds whole grain to his livestock, not only uses the most expensive feed obtainable, but willfully minimizes the results of his labor.

Scientific investigation and carefully conducted feeding experiments at the various agricultural experiment stations of the country have long since proved to the satisfaction of the experts, that the farmer or owner of live stock who feeds clear grain, wastes much of the money invested in feed and minimizes the results attained.

The American Milling Co. at Peoria has long specialized in sucrene feeds and has succeeded in developing perfectly balanced rations for different classes of livestock, so that now its products are used extensively by the feeders of a wide territory. While the company has long operated an extensive manufacturing plant, at Peoria it has recently supplemented its equipment with an up-to-date reinforced concrete elevator designed to insure a bountiful supply of raw material at all times so as to enable it to manufacture feeds of uniform quality at all seasons of the year.

The American Milling Co., in its new reinforced concrete elevator at Peoria has a real novelty in its perfect facilities for handling the different materials necessary to the economical production of Sucrene feeds. The new elevator consists of a working house 47x76, 170 feet high. On one side of it is a drier house containing 2 Hess units, each having a drying capacity of 500 bushels per hour, and on the opposite side are 6 reinforced concrete bulk storage bins, each 22x85 feet with 2 interstice bins.

The storage tanks and the mill proper both receive grain from the working house by means of 30 inch belt conveyors. On one side of the working house is a two track receiving shed and under each track are 2 receiving sinks of 2,600

bushels capacity. Grain from these sinks is taken to the receiving legs by means of two 30-inch belt conveyors. On the opposite side of the working house a shipping track is protected by a canopy, grain being dropped direct from scale hopper to car thru bifurcated loader. A three drum car puller facilitates the movement of cars on either side of the house.

The concrete elevator, which was designed by Witherspoon-Englar Co. and constructed by V. Jobst & Sons, has about 150,000 bushel storage capacity in the annex and a like amount in the working house.

The working house has 55 hoppers bins, ranging in capacity from 500 to 5000 bushels. The top story of cupola contains the heads of 9 elevator legs, all legs having steel casings. The two receiving and the one shipping leg each are equipped with 7x7x20 inch buckets, giving an elevating capacity of approximately 10,000 bushels per hour.

In addition to these three large single legs the house contains three twin legs, each twin leg being so arranged as to handle the clean grain in one section and the screenings or clippings in the other. The twin scalper leg is equipped with 7x7x12 inch buckets for handling the clean grain from the two No. 7 Monitor Scalping Shoes and the other section of this leg is equipped with 6x6x12 inch buckets for handling the lighter material. One twin leg with 7x7x16 buckets in one section and 6x6x12 buckets in the other section is designed to handle the clean grain from two No. 11 Monitor Separators in one section and the screenings in the other section. A twin clipper leg is equipped with a 7x7x12 inch bucket for handling the clipped grain from one No. 11 Monitor Oat Clipper and in its other section it is equipped with 6x6x12 inch buckets for handling the clippings. These twin, or divided legs, have long been in successful use at Port Arthur and Port William and seem to be surely though slowly winning their way in the United States. Thru the use of twin legs the expense for steel leg casing is materially reduced.

The garner floor contains, not only three 2600 bushel garnerers for the hopper scales, but also special garnerers for each of the cleaners on the scale floor below. Both the receiving and the shipping leg are directly tributary to the

garnerers above their respective scales and likewise a scalping leg is tributary to the garner over the screening separator on the scale floor. The screening leg is tributary to the leg over the Northwestern Separator, while the clipper leg is tributary to the garner over the mustard machine, the Richardson Separator and the shipping scale.

On the scale floor besides the three 2000 bushel Fairbanks-Morse Hopper scales, are two No. 9 double shoe Monitor Screening Separators, two No. 972 Northwestern Separators, one 48 inch No. 7 Richardson Oat Separator and one No. 6 mustard machine.

Grain from any leg may be sent direct to garnerers or thru by-pass spouts to distributing floor. At the end of each of these 9 by-pass spouts on the distributing floor is a distributor for delivering grain to all bins within a short radius.

The three Mayo spouts on the distributing floor have a radius of 20 feet 6 inches, which permits the direct spouting of grain from each scale hopper to one-half the bins of the working house and to all of the bins of the new storage part, as well as to any bin in the old elevator, which is shown in the foreground of our illustration. The two conveyor galleries over the new bins and the gallery leading to the old elevator are all equipped with 30 inch rubber belts.

The house is electrically lighted and equipped with an electric passenger elevator. A steel stairway extending from basement to top of cupola also affords easy passage from floor to floor. Electric power is applied near point needed by means of 23 General Electric motors and silent chain drives. The plant is equipped with a complete dust collecting system for all machines and sweep-ups at frequent intervals.

THE HARMFUL effects of restrictive measures due to the shortage of vessel tonnage should be minimized, according to a resolution adopted by the National Foreign Trade Council, by the closest co-ordination between the army, the navy, the war trade board, the shipping board and the food administration. If each of these six agencies considers only its own requirements as to time of loading and movement or routing of ships a tremendous waste of transportation may ensue.



The Grain Handling and Feed Manufacturing Plant of the American Milling Co., at Peoria, Ill.

Business Holds Reconstruction Conference.

Problems involved in readjusting business to peace conditions with the minimum of loss and inconvenience were considered at the conference of 373 War Service Com'ites at Atlantic City, Dec. 3, 4, 5, and 6. The conference was called by the Chamber of Commerce of the United States. In his opening address, Harry A. Wheeler, of Chicago, pres. of the Chamber, said that American business, in common with like interests of other nations, should be consulted in framing the peace conditions.

Group meetings, representing almost every line of business activity, were held in connection with the conference. The meeting of Group 1, Food Production and Exchange, was held on the night of Dec. 4, with Henry L. Goemann, chairman of the Transportation Com'ite of the Grain Dealers National Ass'n, acting as chairman. This meeting adopted resolutions for presentation to the general conference. Howard Heinz, the food administrator for Pennsylvania, and vice-pres. of the H. J. Heinz Co., Pittsburgh, addressed the meeting and recommended that chambers of commerce of the United States encourage farmers' organizations, good roads, agricultural colleges and every other agency designed to help the farmer develop his resources to the full in order that the starving millions of Europe may be fed. He said that labor and food are the biggest problems business men will have to face in the reconstruction period.

One of the resolutions urged a return to pre-war time conditions in the grain trade.

The various problems connected with the machinery industry were considered at a meeting of Group 11. Here it was said that the questions which give the most concern are those dealing with raw materials and the maintaining of prices on machines which are being manufactured for government use or sale. It was given as the general opinion of those in the trade that there will be no extensive buying of iron and steel for use in machines at the present prices except for immediate needs. Some are suggesting the control of prices of raw materials for a given period, these being reduced on a sliding scale until they reach somewhere near normal, leaving them enough above former prices to allow for any increase in actual cost of production.

Sec'y of Commerce William C. Redfield addressed the congress, and he warned American industry to beware of the temptation hastily to lay rash hands upon wages, declaring that the responsive power of well paid and contented labor to farsighted leadership in industry is the greatest force in production.

Charles M. Schwab, pres. of the Bethlehem Steel Corporation, and at that time director general of the Emergency Fleet Corporation, also addressed the congress. Mr. Schwab made an earnest appeal for a great merchant marine, which, he declared, is essential to the ultimate success of the United States. He said that he does not care what plan may be adopted for the operation of the ships, so long as they are operated economically and so long as the expense of operation is borne equally by the whole people. No American shipping, he pointed out, can be successful or enlist private capital today as shipping is now operated.

The conference endorsed a business creed submitted to it by John D. Rockefeller, Jr., of which the central thought

was concerned with a closer co-operation between labor, capital and community, placing the interests of the common people paramount to every other consideration.

At the closing session of the conference it passed resolution after resolution with apparent unanimity of sentiment. Many of them contained a warning to the government to keep its hands off business. Resolution No. 12 stated that the Congress of the United States should speedily enact legislation providing for the early return under federal charters to their owners of all railroads now being operated by this government under federal regulations, permitting the elimination of wasteful competition, the pooling of equipment, combinations, or consolidations, through ownership or otherwise, in the operation of terminals, and such other practices as will tend to economize without destroying competition in service.

It was recommended that the merchant marine be operated under American control kept safe by such legislation as may be necessary to insure its stability and its lasting value to American industry.

The conference recommended the appointment of a com'ite of business men to go at once to Paris and represent American industry at the peace meeting.

It was also recommended that the government take steps to encourage and preserve industries developed in America since the war, and opposition was voiced to government ownership and operation of telegraphs, cables and telephones.

The Sherman anti-trust law was not mentioned specifically in the resolutions, but one carefully worded resolution on industrial co-operation was adopted. The final paragraph of this resolution declares that "the conditions incident to the period of readjustment render it imperative that all obstacles to reasonable co-operation be immediately removed thru appropriate legislation."

Other resolutions are summarized as follows:

All war orders accepted in good faith, whether formally and regularly executed or not, should, after cancellation, be promptly and equitably adjusted.

The services of the war service com'ites were tendered to the War Dep't for the distribution of supplies.

The removal of all restrictions on industry was advocated, except on foods, feeds and fuel, and the restrictions on these three should be abrogated as soon as possible.

The two existing vacancies in the Federal Trade Commission should be filled promptly by men capable of discharging their tasks along constructive lines.

Public works should be developed so as to provide employment for unskilled labor.

Careful consideration should be given by Congress to the consideration of the amendment of tax legislation, and taxpayers should be allowed to make a deduction from the apparent profits shown by their inventories and set the resulting sum aside to cover shrinkage in values.

The conference heartily approved trade organizations and the plan of organizing each industry in the country in a representative national trade association, and expressed the belief that every manufacturer, jobber and producer of raw materials should be a member of the national organization in his trade and cordially support it in its work.

Cargo Inspection Undergoes Change.

Until recently it has been the practice at practically all Lake ports to load grain from elevators into boats under a method of inspection known as "keeping up the grade." This phrase was used to define the service which the inspector was supposed to perform in ascertaining that no grain of a lower quality than that required to qualify under a given grade was loaded into the boat.

In doing this work he was expected to watch carefully each of the several streams that were running into the hold, and immediately to order a stream cut off if he found grain falling below the desired quality. Thus if the boat were to be loaded with No. 1 Northern wheat it was his duty to see that nothing except No. 1 Northern went into the boat. And when the loading had been finished his inspection certificate was issued on the basis of the grain which was understood to have been placed in the boat.

In practice this plan is said to have been found faulty in certain respects, due principally to the fact that after the inspector had ordered a stream to be cut off it some times happened that a more or less extended period of time elapsed before the stream was actually stopped. Inasmuch as the inspector had some times ceased taking samples when he ordered the change made, he did not always take into consideration the grain that ran in during this period of time. As a result of this fact there was occasional discrepancy between loading and unloading inspection.

With federal supervision of inspection there has come a change in this matter. Under the rules governing the work of licensed inspectors the inspector is not permitted to issue a certificate unless the grading is based on a correct and representative sample of the grain, and supervisors have contended that it is no part of the inspector's duty to endeavor to keep a cargo up to a given grade. On the other hand, they have insisted that the inspector take a representative sample of the grain which actually goes into the boat and base his grading on that sample, regardless of what may be the quality of its component parts.

The result has been a change in methods at some of the Lake ports, among which are included Milwaukee and Duluth. At Chicago official action has not been taken, but it is understood that the inspectors are following the new plan.

At these ports the inspector no longer makes an effort to keep the cargo up to grade. He does not order streams cut off if he finds them falling down in quality, but he is charged with the sole duty of obtaining a representative sample of the grain loaded. It thus devolves upon the elevator superintendent to keep the grade of the grain at the required standard.

It is the belief of those who have advocated the change that it will help to eliminate differences in grades at loading and unloading ports.

THE American section of the International High Commission will urge Congress to adopt the metric system of weights and measures for the United States. The aim of the Commission is to bring about greater uniformity of commercial law and regulations and stable financial relations between the United States and the republics of Central and South America.

Reopening of Navigation on the Mississippi.

By JOHN DOWER.

Away back in the late Sixties and early Seventies it was the dream of James B. Eads, a pioneer citizen of St. Louis, that the middle west would some day be commercially an empire in itself, and that St. Louis would be the commercial hub on which those future activities he had in mind would revolve. This belief was shared to a large extent by the citizens of the Mound City whose faith was based on future developments of the Mississippi River, and this confidence born of necessity was well grounded as there was need of water transportation on account of the lack of railroad facilities at that time.

During the period 1865 to 1890 the river business reached its zenith. Then there came a lull and for a number of years the people of St. Louis and the great Mississippi Valley have anxiously awaited the reopening of navigation on the great river, and judging from the energy now being displayed, that dream is in a fair way to take tangible form and become a reality.

Nearly half a century ago James B. Eads conceived the idea of spanning the great stream that flows by St. Louis and succeeded in building a bridge which at that time was considered the maximum of symmetry and durability, and it has been demonstrated during the past twenty years more than before that he builded better than he knew, for the great structure which bears his name has been the connecting link at St. Louis between the East and the great West, and over it has been carried in heavily laden cars millions of tons of the Nation's commerce.

This structure to his genius was only part of what he had in mind as he did not allow his efforts to relax when it was completed, but was ambitious to do other things that would redound to the commercial greatness of St. Louis—the Future Great of the Mississippi Valley. In his scheme of river transportation he found many obstacles but none of them were insurmountable as was demonstrated when he conceived the idea of building the jetties at the mouth of the river, thereby deepening the channel and making it navigable for ocean going vessels. The completion of this undertaking was the capstone of his great work and was at the time considered a most impracticable, and to some extent, visionary undertaking, but with the assistance of the citizens of St. Louis and the Mississippi Valley and the co-operation of the United States Government, he succeeded in demonstrating not only its feasibility, but also that it would greatly increase the commerce of the Mississippi Valley and be a future boon to the midwest.

That a new era has dawned for the river trade we have good reason to believe and we can feel highly encouraged for the future by taking a retrospect of the past at a time when the levee front was the most animated part of St. Louis, not only picturesquely but commercially. The most impressive thing said about the potentiality of the Mississippi River was the prediction made by James J. Hill, the railroad king of the Northwest, that the day was not far distant when this great highway would be made navigable and be used as a trunk line to carry to the consumer here and abroad the products of farm and factory. This is not in fancy or idealism but is already at

hand, and it is safe to predict without being too optimistic that within the next decade the great rivers will be used as they were intended, and that St. Louis shall have at least 10,000,000 bushels grain capacity accessible to the harbor.

When we think of the Mississippi River and its future we cannot help recalling what was done in the way of freight transportation at a time when it was a matter of compulsion to use this great river, and also there comes to mind the extent to which rivers in foreign countries of less proportions are being utilized, but we do not have to go away from home to find ample reason for the development of our water ways as we find a practical demonstration in the Great Lakes of the North, on which is borne annually millions of bushels of grain and other commodities in export and inland trade.

While St. Louis may be at a relative disadvantage in some respects when compared with cities situated on the lakes, we have other factors in our geographical location which in a large measure more than compensate for our apparent disadvantage, one of these being the fact that the river is seldom closed to navigation more than forty days of the year at St. Louis and is open for business the whole year round from Cairo to New Orleans, while the Great Lakes and the St. Lawrence river are practically closed four months of the year account of ice.

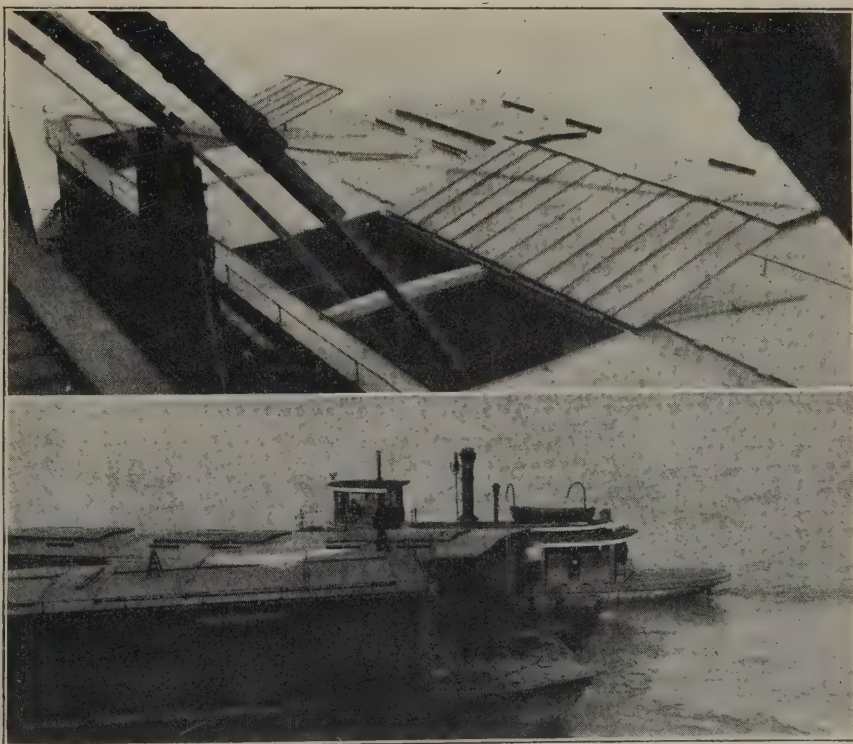
The primary factors in an undertaking of this magnitude should be efficiency and a judicious economy in operation. These always will be fundamental and contribute largely to its success; more especially is it true at the present time when plans are being outlined for future enlargement and permanency, and there is no question about the practical results to be derived from a deep waterway the utility of which has been demonstrated when shipping grain in bulk from St. Louis.

In proof of this we find from our rec-

ords of the past that the average cargo of grain shipped from St. Louis to New Orleans on about eight feet of water was 150,000 bus., and in one instance 267,000 bus. were taken on one trip for export via New Orleans with very little trouble and in a remarkably short time. One of the barges in the tow was the converted hull of the old Steamer Grand Republic and was loaded with 100,000 bus. of corn. To move this amount of grain by rail with present type of equipment would require over 200 cars and a much longer time than when water borne; besides, there would not be incident the leakage we find from a large movement of grain by rail, this in a large measure being due to the much larger units as represented in each barge load as compared with the many car units which would be necessary to make a cargo when shipped by rail. This, a very important feature, should be considered in the economy of river transportation as it means a large saving of time and money.

Considering the construction phase and what will be necessary to accomplish this gigantic task, we have before us the experience of the past and it becomes apparent that little, if any, of the steamboat and barge facilities of that time will fit into an enlarged business contemplated, and it will be found necessary to recreate and build along lines of permanency the future boats and barges and likewise the facilities for loading and unloading.

GLEANNING of wheat fields in Kansas is said this year to have saved 7,000,000 bus. of wheat that would otherwise have been wasted. This was effected by raking the shock rows, cutting the back swaths, and by the use of tight bundle racks, header barges and wagon boxes. The gleanings are said to have averaged from 1 to 1½ bus. to the acre harvested. In 13 wheat states it is estimated that 16,275,625 bus. was saved thru gleaning.



Above Is Shown Barge Being Loaded With Wheat for Export at Burlington Elevator, St. Louis, Mo.

Below, Displacing Loaded With Empty Barges for Loading.

Seeds

THE NEXT convention of the American Seed Trade Ass'n will be held at Chicago.

TOLEDO, O.—The price of bags has been reduced effective Nov. 29 to 70c, 68c and 66c.

SHERMAN, TEX.—The Pittman & Harrison Co. has taken over the Texas Seed Breeding Farms.

A CONFERENCE of members of the Western Seedsmen's Ass'n was held at Kansas City Nov. 9.

NO LICENSE for the export of red clover seed will be issued by the War Trade Board until after Jan. 1.

GALT, ONT.—The International Seed Co. has been incorporated with a capital stock of \$100,000, to deal in seeds.

WINNIPEG, MAN., Nov. 22.—It was estimated on Nov. 14 that the flaxseed production in Manitoba, Saskatchewan and Alberta was 5,200,000 bus.—Northwest Grain Dealers Ass'n.

A DESIGN showing the letters J M C with two smaller C's superimposed upon them has been registered as trade mark No. 106,094 by the J. Chas. McCullough Seed Co., of Cincinnati, O., for use with seed.

KANSAS CITY, Mo.—Receipts of kafir at this market during November were 50,600 bus., compared with 88,000 bus. during November, 1917. In the month 23,000 bus. were shipped, compared with shipments of 28,000 bus. in November, 1917.

LANSING, MICH., Dec. 1. — Seeds threshed in the state up to and including Nov. 16 was as follows: peas, 283,307 bus.; timothy seed, 1,758 bus.; clover seed, 59,199 bus.; and beans, 2,268,394 bus.—Coleman C. Vaughan, sec'y of state.

OKLAHOMA CITY, OKLA., Dec. 1.—The farmer still has on hand 65% of kafir and milo, compared with 69% on the same date last year.—Frank M. Gault, pres. state board of agriculture.

APPLICATIONS for 10,640 seed grain loans have been approved by the U. S. Dept. of Agriculture up to Nov. 2, for fall planting. This called for a total of \$2,396,160, divided between New Mexico with \$16,193; Kansas, \$943,147; Oklahoma, \$773,271; Texas, \$292,651; Montana, \$300,919; North Dakota, \$65,644; and Washington, \$4,355.

OTTAWA, ONT.—The Seed Branch of the Department of Agriculture has issued a pamphlet having for its object instruction as to how red clover seed can best be relieved of its impurities. The Seed Control Act prohibits the sale of red clover seed if it contains more than 80 seeds of noxious weeds or 400 of all kinds of weed seeds per ounce.—B.

NEW COM'ITES appointed at the meeting of the executive com'ite of the Southern Seedmen's Ass'n at New Orleans Nov. 11 and 12 included an export com'ite with J. Steckler, New Orleans, as chairman; a legislative com'ite, with Mr. Wensel, of Natchez, Miss., chairman; and an arbitration com'ite, of which Dick O'Bannon, Claremore, Okla., is chairman.

TOLEDO, O.—Clover seed had a severe sinking spell this week. Market still has its erratic tendencies. Will too, until stocks get more formidable here. Profit taking and some fresh hedging sales took the edge off what promised to be a strong market middle of week. One or two days a show was made of fairly large receipts and prices softened, but it came back later. Last break took the March below \$25.00, or about \$2.00 from high point made on the crop. Pit conditions govern many times, and factors expected to work next spring lost sight of. Former looked a bit bearish due to efforts of selling when market lacked any signs of support. Contrary to timothy there is not a present plenty of red clover. Toledo

stocks are a drop in the bucket compared to many previous seasons. There may be real anxiety later as to where next spring's demand is to be filled. We felt possibly more or less seed was held at country points due to the high cost of carrying here, and would come out later, but an Indiana friend's reports do not quite bear it out. He says: "Hardly think that you will find any great quantity of seed carried at country points. It has been the general attitude of the country shipper to turn loose all his seed at a margin of profit since it has reached high point. Our section is pretty well cleaned up. We know of very few lots that are still being held. We have not more than one quarter enough clover today to supply our trade if it is going to be anything like normal, and we are going to be like many others before the season is over, that is, entirely out and not enough to take care of the trade."—J. F. Zahm & Co.

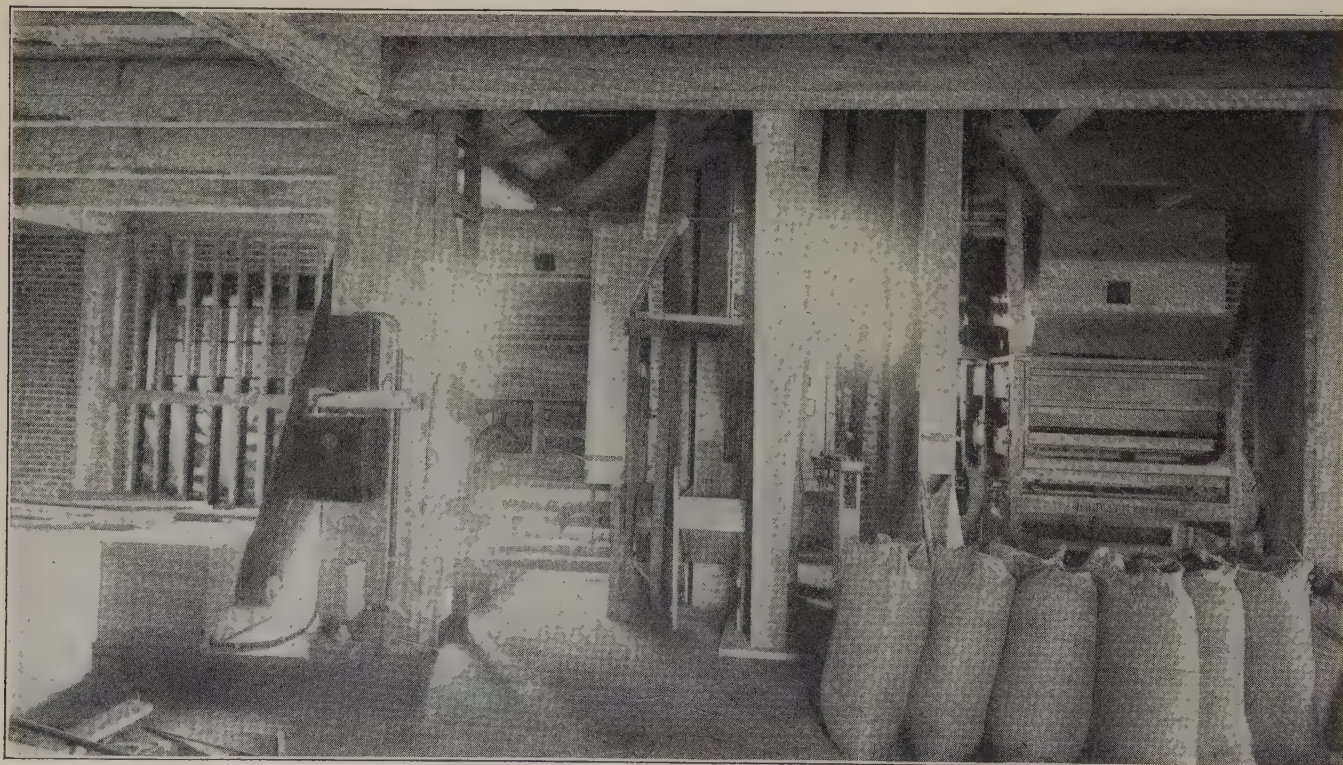
TOLEDO, O.—Clover exports have been stopped during December. Will they be permitted in January? That is the big question. Government is making a survey to see what conditions are. Europe needs seed badly. We generally import

Seed Movement in November.

Receipts and shipments of flaxseed, timothy, clover and other grass seeds to and from the principal markets during November, with comparative figures for November, 1917, were as follows:

	Receipts		Shipments	
	1918.	1917.	1918.	1917.
Chicago, bus.	66,000	259,000	.....	5,000
Minneapolis, bus.	857,220	1,112,240	272,240	424,420
Winnipeg, bus.	487,300	1,367,300	.....	.....
TIMOTHY.				
Chicago, lbs.	3,242,000	2,966,000	3,903,000	1,511,000
Toledo, bags	11,297	4,742	1,263	1,676
CLOVER.				
Chicago, lbs.	1,337,000	1,149,000	1,447,000	430,000
*New York, bags	.....	1,989	.....	578
Toledo, bags	6,476	4,013	2,968	3,791
OTHER GRASS SEED.				
Chicago, lbs.	2,623,000	3,227,000	2,257,000	565,000
Toledo, bags	1,041	1,069	664	887

*Includes timothy and alfalfa.



Cleaning Department of Barkemeyer Grain & Seed Co., Great Falls, Mont. [See facing page.]

about 50,000 bags of red. Last season we exported, first time since 1908. Crop is short. Carryover was smallest in many years. Stock here is still below normal. It generally starts decreasing in January. Demand may be restricted some by high prices. Can we spare any for export? Government will soon decide. Timothy still in a rut. Fresh stimulus needed. We must export freely to prevent a large carryover next spring.—C. A. King & Co.

From the Seed Trade.

COUNCIL BLUFFS, IA.—There is very little red clover and timothy offered in this section. The farmers having small lots of red clover are trading among themselves. Small dealers are not buying very heavy. They say many of their farmer customers claim they will not sow any clover at the present prices. Some of the country dealers have small lots of timothy and few as much as a car to offer. There is no alsike or alfalfa offered at all. Alfalfa especially is hardly ever left for seed in this section.—Younkerman Seed Co.

ATCHISON, KAN.—Kansas is not an important producer of red clover, alsike and timothy. These are grown only in the Eastern third of the state and the crops this season are particularly short. Our state leads all others in the acreage of alfalfa, but most of it was cut for hay. The quantity of seed produced was only about one half of an average crop and considerably less than last season. The same is true of our neighboring states, Nebraska, Oklahoma and Texas. The seed crop has been moved off pretty closely, especially the fancy bright seed, which was specially scarce this season.—The Mangelsdorf Seed Co.

LIGONIER, IND.—The acreage left over for seed next year is normal. It will be about the same as it has been for the past fifteen years. We have had a very small crop of medium clover. The yield was not over one half bushel per acre. Stocks were absolutely bare at the beginning of this season. We have a great many inquiries from local farmers for seed for the spring sowing. While prices are high, farmers in this section will buy seed no matter what the price may be. High class seeds are very scarce. We understand there is quite a bit of low purity seed in certain sections, but in this section, while the crop is short, the quality is good of what there is.—N. Wertheimer & Sons.

An Up-to-Date Montana Plant.

Nothing illustrates more forcibly the enormous strides that the grain trade has made in the past few years than the manner in which the handling of grain and field seeds is developing in the Northwest. This vast region, in which the production of grain and seeds in large quantities is of comparatively recent development, handled the greater portion of its crops by the primitive method of bagging until the war pointed out the inefficiency of that method. Now every line of railroad serves many bulk handling elevators, and these are constantly increasing in number.

Going hand in hand with the development of bulk handling methods for caring for the grain crops, has been a movement to handle seeds more efficiently. Some of the most progressive seed firms in the country are to be found in the Northwest.

The photographs reproduced herewith show the latest addition to the seed and grain handling facilities of Great Falls, Mont., the city in which is located the office of the Barkemeyer Grain & Seed Co., the owner of this plant.

The company located in Great Falls about 4 years ago, and soon after establishing its business, a tract of 6 acres, adjoining the right of way of the C. M. & St. P. Ry., was purchased. During the past summer it completed the 50x100-ft. building shown in the accompanying engraving. It is constructed of brick and concrete and consists of a full basement and one story. Its heavy foundation is designed to carry a second story when it is required. The walls, pillars and beams of the present structures are of sufficient strength to sustain the weight of an added story, and its floor is already in place under the roof. The basement is constructed with one-half of its height above the ground level, thus affording both light and ventilation, two things vitally necessary in the proper handling of grain when purity of seed is to be determined.

A spur track with space for 6 cars serves the plant, which itself has a capacity of about 30 carloads.

The machinery includes one Double Blast Clipper Cleaner having capacity of 600 bus. per hour; one alfalfa and timothy seed Clipper Cleaner with capacity of 200 bus. per hour; one Richardson Oats Separator which will handle 100

bus. per hour; and one clover seed scaring machine. The building is provided with 4 elevator legs and is able to unload 600 bus. per hour from cars. The grain is taken from the car to the cleaning machine, and from there it goes into the storage bins or to the sacking department. Bulk storage capacity is provided for 5 cars in the basement; other storage capacity being figured on the basis of sacked grain.

The elevator legs and the various machines are driven by 10-h. p. Westinghouse Motors.

The present building is only the initial step in building the plant that the company expects to erect later. It is planned that, probably in 1920, a 60,000-bu. reinforced concrete bulk handling elevator will be built, and additional concrete storage tanks will be added as they are needed to care for the business.

ALL restrictions have been taken off the storage of bituminous coal.

MILWAUKEE BREWERS will minimize the loss due to stopping brewing Dec. 1 by using their extensive plants for storage and other lines of manufacture. It is said that not more than 1,000 men will be thrown out of employment.

Imports and Exports of Seeds.

September imports and exports of seeds, compared with September, 1917, and for the 9 months ending Sept. 30, compared with the corresponding months of 1917, as reported by the Bureau of Foreign and Domestic Commerce, were as follows:

	IMPORTS.			
	September, 1918.	1917.	9 mos. ended 1918.	September, 1917.
Flaxseed, bus.	388,457	439,311	11,598,774	7,006,266
Castor beans, bus.	4,307	71,787	560,968	678,783
Red clover, lbs.	3,151	.....	880,716	3,917,303
Other clover, lbs.	1,026,688	443,864	5,667,088	6,312,430
Other gr. sd., lbs.	317,302	129,059	4,869,910	5,585,893
Sugar beet, lbs.	217,630	1,275,781	4,128,393	6,579,691
	EXPORTS.			
	September, 1918.	1917.	9 mos. ended 1918.	September, 1917.
Flaxseed, bus.	31	88	17,216	851
Clover seed, lbs.	167,830	1,064,452	4,311,387	4,657,769
Timothy, lbs.	171,680	617,541	4,176,992	10,272,483
Other gr. seed, lbs.	57,202	217,157	1,901,182	3,815,263



New Seed Handling Plant of Barkemeyer Grain & Seed Co., Great Falls, Mont.

Feedstuffs

FT. CALHOUN, NEB.—We have changed our address from Omaha to Ft. Calhoun.—Wash-Co. Alfalfa Milling Co.

SCREENINGS receipts at Winnipeg during November were 96,000 bus., compared with 154,000 bus. during November, 1917.

OTTAWA, ONT.—About 2700 tons of oilcake meal still remain to be disposed of by the Feed Division here. More than 11,000 tons have already been disposed of.—B.

FORT WILLIAM, ONT.—Owing to the embargo on reclaimed screenings, 1500 tons has accumulated here. It is being disposed of at a fixed price of \$36 per ton, in bulk, f. o. b. carlots, Fort William.—B.

AN EXECUTIVE meeting of the American Corn Millers Federation was held in Chicago Nov. 29 and subjects pertaining to the establishment of grades for corn products were discussed. Many of the millers went direct to Washington to attend the hearing to be held by the Bureau of Markets on these grades.

LITTLETON, COLO.—The grinding plant of the alfalfa mill of the National Alfalfa Products Co. burned recently. Construction of the mill had just been completed, and no grinding had been done. The storage building was not damaged. The loss was about \$10,000.

THE FEEDINGSTUFFS law suit of the Ohio Millers State Ass'n is now in the Court of Appeals and will be set for an early date in the January term. The Ass'n's attorneys have advised Sec'y Tanner that millers need not be alarmed, but should await the final decision of the Court of Appeals before tendering payment.

W. D. HOARD, editor and publisher of Hoard's Dairyman, died at his home in Fort Atkinson, Wis., Nov. 22. Mr. Hoard was known wherever the dairy industry thrived, both in this country and in foreign lands. He was an ex-governor of Wisconsin, and was chosen as the state's representative at the Panama-Pacific Exposition but illness prevented him from attending.

KING CENTER, COLO.—The Denver Alfalfa Milling & Products Co., of Lamar, will operate, under contract from the American Alfalfa Mfg. Co., of Pueblo, the recently completed 3,000-ton reinforced concrete alfalfa mill on the Auckland Ranch, near this place. The mill is considered one of the best alfalfa milling plants in the west, and gives the Denver Alfalfa Mfg. & Products Co. a combined annual capacity of 100,000 tons of alfalfa meal.

Feedstuffs Movement in November

Receipts and shipments of feedstuffs at the various markets during November, compared with November, 1917, were as follows:

	Receipts		Shipments	
	1918.	1917.	1918.	1917.
Chicago, lbs.	35,126,000	49,696,000	51,361,000	52,345,000
Cincinnati, cars	67	.....	.....	.....
Kansas City, tons	320	3,940	8,100	11,940
Minneapolis, tons	12,920	9,519	51,738	75,907
New York, tons	.....	652	.....	206
St. Louis, sacks	17,220	47,720	76,840	92,590

WHEAT SCREENINGS are the subject of a further ruling in D. F. Piazek's Bulletin MS 141, issued Dec. 7 providing "Note" to rule MS 11 Special License Regulation II, which provides that any sales of wheat screenings in excess of Fair Price Schedule for bran will be regarded as violation of Rule MS 11, and cause for revoking offender's license, has been repealed. Mr. Piazek also says: We have secured definite ruling from Washington that mills are permitted to use only the "Current Cost" of feed packages, the same as in the case of flour containers. That is the price quoted by any reputable bag manufacturing concern for immediate delivery.

J. B. EDGAR, of the Edgar-Morgan Co., Memphis, Tenn., and pres. of the Pilot Wheel Feed Ass'n, was chairman of the com'te in his city in charge of the relief of victims of influenza during the recent epidemic.

MILWAUKEE, WIS.—The Wm. O. Goodrich Co., which operates the Milwaukee Linseed Oil Works, is putting up a reinforced concrete cupola and making other improvements at its plant the total cost of which will be \$10,000.

THE ANNUAL CONVENTION of the Ass'n of Feed Control Officials has usually been held about the middle of November, but this year the war situation and the influenza epidemic caused delay in the calling of the meeting. The executive com'te is expected to issue a call for the convention soon. A referendum recently taken to determine whether the members desired a meeting to be held, and to learn their choice as to the city in which it should be held, showed the majority strongly in favor of holding the convention. Pittsburgh, Pa., received the highest number of votes as the prospective convention city, with Baltimore, Md., second. The convention, therefore, is expected to be held in Pittsburgh in the latter part of December or early in January. The semi-annual convention of the American Feed Manufacturers Ass'n will be held in the same city and at the same time as the Officials' convention.

A \$30 PER MONTH average increases in wages of railroad telegraph operators was ordered by the Federal Railroad Administration Nov. 8. It is said another advance of 25% in freight rates is contemplated.

International Sugar Feed in New Offices.

Having leased its former quarters to the University of Minnesota as barracks for 4,000 military students, the International Sugar Feed Co. took advantage of the removal to select the finest offices at Minneapolis, Minn., in the Metropolitan Bank Building at the corner of Sixth street and Second avenue, South.

Here the company has set aside a special room for its friends and customers visiting the city to make their headquarters, and which they are cordially invited to use, by H. T. Heydrick, sales manager. In the engraving Mr. Heydrick is shown at his own desk.

The completeness of this suite of offices may be gathered from the view of the chemical laboratory herewith.

The removal of the offices of the company from this building, which it has occupied since its organization, calls attention on the great growth enjoyed by the International Sugar Feed Co. From a small beginning the business has increased until it now amounts to more than \$5,000,000 a year in sales of mixed feeds manufactured at the mills in Minneapolis and Memphis.

The pres. is E. B. Savage, who is also pres. of the International Stock Food Co. of Toronto, Ont. He is widely known among live stock raisers throughout the United States.

H. Wehmann, buyer for International Sugar Feed Co. has for many years been engaged in jobbing of flour and feed and has the reputation of being a remarkably shrewd purchaser. He is in constant touch with sellers of raw materials and is always in position to purchase for spot cash in large quantities at lowest prevailing prices.

H. T. Heydrick has held his position with International Sugar Feed Co. since their organization and was for many years engaged as traveling salesman in a similar line of business and is well and favorably known to many of the retail trade.

W. A. Hall is sales manager for International Sugar Feed No. Two Co., at Memphis, Tenn., and has held his position since the company was organized. He, like Mr. Heydrick, was previously engaged as traveling salesman for a similar line and has a wide circle of friends and acquaintances among the Southern trade. These four men com-



H. T. Heydrick, Sales Manager, International Sugar Feed Co., Minneapolis, Minn.

pose the directors of the International Sugar Feed Co.

The credit for the immense strides taken by the company in so short a time is almost wholly due to the International policy towards both dealer and user. The feeds manufactured by the International Sugar Feed Co. were probably the first to be guaranteed by a reputable company both as to feeding quality and keeping quality. The company constantly maintains a competent chemist, and a complete up-to-date laboratory is a permanent part of the equipment. Here are run daily analyses on both raw materials received and finished feeds.

Feed Rules Called Burdensome.

Following the hearing at Albany, N. Y., at which the New York State Food Com'n requested the American Feed Manufacturers Ass'n to appoint a com'te to consider and offer suggestions with regard to the feedingstuffs rules proposed by the Com'n, the special com'te was appointed. On Nov. 12 the com'te held a special meeting and took up the matter for which it had been created.

The following resolution was unanimously adopted by the com'te:

WHEREAS: United States Food Administrator Herbert Hoover on Nov. 12, 1918, has called public attention to the fact that there is a world shortage to the extent of about 3,000,000 tons of high protein feeds for dairy animals.

The practical effect of the proposed rules of the New York State Food Com'n would be to curtail shipments of feedstuffs into New York State because of the burdensome requirements as compared to the laws of other dairy states.

Several of the materials unjustly referred to as adulterants possess recognized feeding value and are and have been utilized for many years with excellent results, should not be stigmatized as of questionable value by the specific use of a yellow or black tag.

The present feedingstuffs law of the State of New York requires, among other protective measures, that all manufactured feeds offered for sale in the State be plainly branded with a list of all ingredients, along with a guarantee as to the minimum percentage of protein and fat and maximum percentage of fiber.

We believe the New York State Food Com'n cannot legally enforce the proposed ruling, as it is not conceded that the legislature of this State has power to delegate its authority to make rulings which will have the force and effect of law.

RESOLVED that in lieu of the proposed ruling the New York State Food Com'n be respectfully requested to refer the entire matter of any changes in the existing feedingstuffs laws to the legislature of

the State of New York, shortly to convene in annual session.

New York Feed Rules Effective Jan. 15.

Albany, N. Y., Dec. 5.—Chas. H. Betts, sec'y of the New York State Food Commission has today made the following announcement, that the regulations of the Commission will be enforced despite the protest of the feed manufacturers and their purpose to appeal to the state legislature:

Copies of the rules and regulations are now being mailed from the Albany office of the Sec'y for official publication, and the rules will go into effect on January 15, 1919. These rules are designed to protect purchasers of feeds, dairymen and farmers generally from "unfair practices and unreasonable and excessive price."

Under the proposed regulations no feeds or feeding stuffs can be sold in New York State which contain any one of a long list of material of low and inferior feeding value unless the package containing such feed is tagged or labeled so that both the name and amount of the inferior material used therein is stated in plain and readable type. If the feed falls below a certain standard of value (less than 9 per cent protein and more than 10 per cent of crude fibre) then the tag must be yellow in color, printed in red ink. This yellow tag is for the purpose of giving the purchaser special notice that the package contains inferior feeding material so that he can examine it and determine whether he wishes to purchase it or not at the price charged.

The list of materials, the use of which makes this labeling and tagging necessary is as follows:

Damaged feeding material reduced in feeding value or rendered unwholesome, mill, elevator, boat or other sweepings or dust, buckwheat hulls, cottonseed hulls, peanut hulls, peanut shells, rice hulls, oat hulls, corn cobs, ground, cocoa shells, clipped oat by-product, ground or unground hulls, screenings, chaff, dust or other inferior cleanings derived from the preparation, cleaning or milling of any seed or grain when separated from the standard product, humus, peat, sphagnum moss, ivory nut turnings, ground corn stalks, flax plant by-product, sorghum pulp, ground or shredded straw, or hay (excepting alfalfa meal), sawdust, cellulose or dirt, coffee hulls or chaff.

The sale of inferior and adulterated feeds and feeding stuffs has been a long standing evil but it has been greatly augmented as an evil during the war period, not only in this country but in England and other countries. It was this fact that attracted the attention of the State Food Commission and led to the investigation which resulted in the adoption of the rules and regulations designed to protect the purchaser and compel the manufacturers to let the purchaser know exactly what he is buying.

Statistics collected by the Food Commission show that this traffic in low value feeds in 1917-1918 amounted to many millions of dollars in New York State.

Oppose Universal Transit.

A meeting of grain dealers, millers and traffic men was called by the Dallas District Traffic Com'te at Dallas, Tex., Nov. 19 to consider proposed amendments to freight tariffs.

Numerous tariff provisions and rates affecting grain and grain products were taken up and discussed. A petition was filed with the Com'te asking for reduced rates for grain to the drouth districts, it being shown that unless reduced rates are put into effect many of the drouth sufferers will be unable to procure seed grain, except in very small quantities.

When the proposed universal transit amendment to tariffs was called for discussion there developed much opposition to the change on the part of most of the dealers and traffic men present.

The present tariffs permit the raw product, of whatever class, to be converted into the finished product and re-billed by the payment of the difference in the rate on the raw material and the finished product from point of origin to ultimate destination. This privilege would still be granted to points in direct line from point of origin to destination by the proposed rule, but on shipments involving a back haul or out of line haul in forwarding from the point of conversion into the finished product to the point of final destination the local rate would have to be paid on the finished product from the point where the raw material is milled. This local rate, added to the rate paid on the raw material from point of origin to point of milling places the cost of transportation so high that points out of the direct line could not compete with those in the direct route.

The same rule would be made to apply to all other raw materials milled or otherwise worked in transit, and the proposal to make the change is said to have originated at Washington, the order relating to it having come from Traffic Director Edward Chambers of the Railroad Administration.

Hearings are to be held on the subject by every traffic subcom'te in the country, and much opposition to the change is expected to develop.

COL. ASHER MINER of Wilkes-Barre, Pa., lost his right foot during the fighting in the Argonne Forest, France, being wounded by shell fragments. Col. Miner's misfortune is regretted by his many friends in the grain business and in milling circles. Besides his interest in the Miner-Hillard Milling Co., he is pres. of the Pennsylvania Millers Mutual Fire Ins. Co. and has always actively promoted the interests of the trade.

Exports of Feedstuffs.

September exports of feedstuffs, compared with September, 1917, and for the 9 months ending Sept. 30, compared with the corresponding 9 months ending Sept. 30, 1917, as reported by the Bureau of Foreign and Domestic Commerce, were as follows:

	September, 1918.	1917.	9 mos. ended 1918.	September, 1917.
Bran, midds., tons	464	115	6,118	5,164
Dr. gr., mlt. spts., tons	.....	114	10	792
Millfeed, tons	306	138	8,402	18,704
Corn oil cake, lbs.	64,600	134,000	67,350	5,501,711
Ctn'sd cake, lbs.	.....	226,110	1,383,250	274,720,825
Ctn'sd meal, lbs.	1,000	1,553,081	4,529,121	103,662,202
Lins'd cake, lbs.	23,009,360	12,003,937	32,948,815	50,635,248
Lins'd meal, lbs.	3,953,365	1,684,163	20,134,812	3,619,813

*Figures cover period beginning July 1.



Chemical Laboratory of International Sugar Feed Co. at Minneapolis, Minn.

Grain Trade News

CALIFORNIA

Modesto, Cal.—A. B. Shoemaker, grain and bean dealer, is installing a barley crusher and roller with a capacity of 2400 sacks per day.

Stockton, Cal.—It is announced that the Globe Grain & Milling Co. is to locate one of its units on a 20-acre tract which it has purchased outside the city limits. The tract has a frontage of 1,000 ft. on Stockton channel.

Madera, Cal.—Davis & Frye, grain dealers, are local representatives for the Globe Grain & Milling Co. succeeding John T. Bell who has been transferred to Fresno and who has been given general supervision over a large territory.

Los Angeles, Cal.—Warehouse No. 3 of the Farmers Grain & Milling Co. together with the contents which consisted of beans, hay, grain, seed and feeds were destroyed by fire of unknown origin, recently. The loss is estimated at \$20,000. Three explosions were heard just before the fire was discovered.

CANADA

Collingwood, Ont.—Chas. Braniff, a prominent grain buyer, died recently.—B.

Montreal, Que.—J. C. Bissailon, hay and grain dealer, suffered a fire loss recently.—B.

Toronto, Ont.—The Victoria Grain & Produce Co. has recently been organized.—B.

Port Arthur, Ont.—Geo. Hopkins, an employe of the Saskatchewan Co-operative Elevtr. Co., was struck by a train and killed while on his way home from work.—B.

Brandon, Man.—Alan J. Facey, sec'y-treas. of the late Brandon Grain Co., who pleaded guilty recently to two charges of forgery, was sentenced to two years in the penitentiary. Total losses to various individuals in connection with this case are said to amount to \$18,000.

Moose Jaw, Sask.—As he was driving a wagon load of wheat up the incline of an elvtr., W. McAra was arrested on a charge of and confessed to stealing about 600 bus. of wheat from a number of granaries in the Moose Jaw district. In the day time, McAra lived the life of a gentleman of leisure, driving about with a car which he, incidentally, used in his "spotting" trips. Every night he took a team which he kept in a local livery barn during the day and "tapped" the granaries.—B.

FORT WILLIAM LETTER.

Because of the demobilization of the military forces in Canada, the military guards which have hitherto been provided for the protection of grain elvtrs. in Military District No. 10 will be withdrawn.

The following memberships in the Fort William & Port Arthur Grain Exchange have been transferred: W. F. Gassler to K. C. Shaw; S. W. Ray to J. A. Campbell; F. L. Patton to H. F. Barthwell and F. Bright to A. Bruce.—C. Birkett, sec'y.

Leaflets have been issued by C. Birkett, sec'y, giving the rules and regulations promulgated by the Fort William and Port Arthur Grain Exchange in reference to option market trading and governing the registration of private terminal elvtr. warehouse receipts.

COLORADO

Wray, Colo.—The elvtr. at Hillrose is closed. We are no longer in the grain business.—O. L. Mitten, O. L. Mitten Grain Co.

Cheyenne Wells, Colo.—The Cheyenne Wells Elvtr. Co. purchased the old Cahill & Wells Elvtr. here, it being a small plant, only 5,000-bu. capacity. It will build in the spring a 15,000-bu. house, up to date but has not let the contract yet. I am no longer connected with the elvtr. at Sharon Springs, Kan. I am mgr. of the plant here.—A. K. Ketchum.

IDAHO

Felt, Ida.—I succeeded Joe Williams as mgr. for Thomas Bros. Mr. Williams is farming.—J. S. Snyder.

Ucon, Ida.—W. C. Valentine, formerly agt. for the Western Milling & Grain Co. resigned his position to enter the service.—P.

Lewiston, Ida.—L. W. Robinson, a well known mill man of the Inland Empire, died recently from heart trouble. He was born in 1863 in Missouri. While yet a boy, he went to California and afterwards to Washington. He engaged in the grain business in the Palouse district for a number of years. For ten years he operated the Nez Perce Roller Mills. About two years ago, he moved this plant to this place and operated it in connection with a chain of warehouses which he secured from the Kerr-Gifford Co.

ILLINOIS

Niantic, Ill.—J. F. Beall has purchased the elvtr. of Delaney Bros.

Harrisburg, Ill.—Coorts Bros. are successors to A. E. Rosenbeek Grain & Coal Co.

Lincoln, Ill.—East Lincoln Farmers & Grain Co. has increased its capital from \$10,000 to \$20,000.

Meadows, Ill.—I have succeeded E. N. Moschel as mgr. for the Meadows Grain & Coal Co.—J. L. Guingrich.

Lacon, Ill.—The Turner-Hudnut Co. has enlarged and improved its elvtr.—W. W. Dewey & Son, Sparland, Ill.

Pleasant Plains, Ill.—I have succeeded E. J. Fetzner as mgr. for the Richland Farmers Elvtr. Co.—P. S. Rudasill.

Smithshire, Ill.—Due to the recent death of O. E. Shontz, I am acting mgr. for Shontz, Davis & Co.—J. B. Woodin.

Weldon, Ill.—Frank Galaway is sec'y and I am mgr. for the Weldon Grain Co. which was organized recently.—C. E. Groves.

Pearl, Ill.—A. M. Applegate, prominent citizen and member of the Illinois Grain Dealers Ass'n, died recently of pneumonia.

Dakota, Ill.—The H. A. Hillmar Co. intends to install an electric operating plant for its mill and elvtr.—Edw. Deguenther.

Mazon, Ill.—I have traded my elvtr. to John Richard of Urbana for land in Kansas, and have just returned from a visit to my new farm.—A. F. Gilchrist.

Atwater, Ill.—A. B. W. Community Elvtr. Co. incorporated, capital, \$25,000; incorporators, J. S. Davis, F. M. Kirkland, Harry W. Renfrow, and Charles E. Clarkson.

Bucks sta. (Heyworth p. o.), Ill.—We have sold to the Farmers Co-operative Grain Co. our newly completed elvtr. at Heyworth, but we are still in business here.—Bucks Grain Co.

Brocton, Ill.—We will have our 90,000-bu. concrete elvtr. and frame crib ready for business about the first of January, 1919.—John H. Doyle, mgr. Brocton Farmers Grain Elvtr. Ass'n.

Green Valley, Ill.—The grain elvtr. of the Smith-Hippen Co. burned recently. Several thousand bushels of oats and some other grains were burned entailing a loss of several thousand dollars.

Seaton, Ill.—We have organized a company under the name of the Farmers Co-operative Grain & Supply Co. and will engage in the grain business. Geo. I. Ewing is pres.—L. G. Duncan, sec'y.

Stonington, Ill.—The Farmers Grain Co. has increased its capital stock from \$14,000 to \$70,000. Number of directors also increased. Name changed to Farmers Grain Co. of Stonington and Blue Mound.

Metcalf, Ill.—The new elvtr. which the Farmers Elvtr. Co. is building is practically completed. Along with other up to date machinery, a Randolph Grain Drier operated by direct heat has been installed.

Gorham, Ill.—About a year ago, we intended to build an elvtr., but after careful investigation of the cost, we deferred building. At this writing, we do not know when we will begin.—Nanson Commission Co., St. Louis, Mo.

Decatur, Ill.—One of the interesting features of the new plant of the Shellabarger Elvtr. Co. is the Twentieth Century Mill which turns out 50 barrels a day of high grade flour. The manufacture of flour recalls earlier days when flour was one of Decatur's best known products.

Kankakee, Ill.—I have formed a partnership with C. S. Carter, former mgr. for E. Lowitz & Co., the firm to be known as Carter & Rollins. We will do a general brokerage and commission business and will also be correspondents for E. Lowitz & Co. of the Chicago Board of Trade.—B. M. Rollins.

Woodland, Ill.—The Woodland Farmers Elvtr. Co. is just completing a prosperous year, its net profits being \$6,987.06. A dividend of 7% was declared and the balance of the money kept in reserve for operation. It is probable that a new elvtr. will be built to facilitate the handling of the increased volume of business.

McLean, Ill.—We have purchased the 50,000-bu. elvtr. and machinery of the Hill Grain Co. We have taken in over 50,000 bu. of corn and 5,000 bus. of oats since starting business last August. We will handle coal, lime, wire, twine, cement, etc., and will probably build a warehouse next year.—Wm. Sage, mgr. Farmers Co-operative Grain & Supply Co.

Dunkel sta. (Assumption p. o.), Ill.—We have formed a corporation capitalized at \$15,000 under the name of Dunkel Grain Co. which will operate the elvtr. which we purchased recently of Jas. F. Umpleby of Pana. Incorporators are H. H. and E. J. Tripp and myself. We will deal in grain, hay, lumber, coal and general merchandise.—L. A. Tripp, Assumption Grain Co.

Heyworth, Ill.—The Farmers Co-operative Grain Co. incorporated; capital stock \$30,000; incorporators, Eben C. Jones, James Wynn, P. N. Jones and others. The company has bot and will operate the new elvtr. recently built by the Bucks Grain Co. of Bucks sta. The new company expects to handle practically everything in the nature of farm supplies.—U. N. Hieronymus, mgr.

Woodhull, Ill.—V. E. Setterdahl, mgr. for the Woodhull Grain Elvtr. Co., who has returned from a six months' vacation spent at Battle Creek, Mich., in the hope of regaining his health, has resigned, as the condition of his health will not warrant his resuming such heavy responsibilities. J. R. Titus, who has been substituting during Mr. Setterdahl's absence, has been appointed mgr.

Anchor, Ill.—A suit is pending in the Circuit Court at Bloomington brought by the Commissioner of McLean County against Stewart and the Illinois Central R. R. Co. asking for an injunction to prevent the Illinois Central from building a side track to the grain elvtr. operated by Stewart. The case has been in litigation for some time. Arguments were heard by Judge Harris of Lincoln recently, but no decision was rendered.

CHICAGO NOTES.

Amendment to rule making the commission on grain to arrive the same as spot was carried by a vote of 295 to 109.

A Board of Trade membership sold at \$6,300 net to the buyer.

John U. C. Lehman, a member of the Board of Trade died Nov. 29.

Henry J. Frenzel, a member of the Board of Trade, died Nov. 30 at his home at Muscatine, Ia.

Interest for December, 1918, has been fixed by the finance com'te of the Board of Trade at 7%.

Harry Emerson is representing Henry Rang & Co. in their Southern Illinois and Northern Iowa territory.

It still remains a violation of the rules of the Chicago Board of Trade to allow customers to draw down profits on open trades.

The visitors' gallery in the north end of the Board of Trade hall which was closed shortly after the war began, has been reopened.

C. G. Bogart was before the market report com'te Dec. 3 charged with circulating a report that short selling was to be stopped.

E. M. Richards, solicitor for J. P. Griffin & Co. has been notified of the death of his son, Private Lowell Richards, U. S. Marine Corps, which occurred Nov. 12.

J. C. Diffenderfer for many years in the grain business at Lincoln, Ill., but who retired several years ago, has tired of an inactive life and has recently associated himself with us on the Board of Trade.—The William Nash Co.

Eugene M. Hoyne & Co., members of the firm being Eugene M. Hoyne and Eugene H. de Bronkart, have taken over the business of Perry, Price & Co. and will conduct a general brokerage business in stocks, bonds and grain.

Trading in November ribs was stopped Nov. 30, by the Board of Trade directors, and a special com'te, W. L. Gregson, John Tredwell, and E. F. Chapin fixed a settling price of 26 cents per pound. The open interest was reported as around 1,000,000 lbs.

James Anderson, for many years an official sampler of seeds for the sampling department of the Board of Trade had both feet cut off while on the railroad tracks attending to his duties. It will not be easy to find a competent successor to Mr. Anderson as his long experience made him a valued assistant in the sampling department.

T. E. Bennett is now our traveling representative in Illinois. He was born and reared at Maroa, and received his early training in the grain business with the Crocker Elvtr. Co. which later merged into the Shellabarger Elvtr. Co. He has not been directly connected with the grain business for the past few years but has been in close contact with grain conditions and with elvtr. operators.—H. J. Mayer, sec'y-treas. L. Bartlett & Son Co.

David S. Lasier, for 35 years closely identified with the grain trade, died Dec. 6 at his home in Winnetka aged 70 years. Mr. Lasier was born at Freeport, Ill., in 1849. In 1912 he was elected a director of the Board of Trade and served three years during which time he was chairman of the finance and clearing house com'tes. He is survived by a widow, two daughters and two sons. Both of the latter have been in service and one is still in France.

The following have been elected to membership in the Board of Trade: Geo. K. Morrow, Elmer C. Kimball, Wm. C. J. Wollman, Frank E. Krieg, T. E. Morgan, J. R. Ness, Harley McArdel, J. T. Agar, and Jesse W. Young. J. H. Block, Thos. J. Hair, E. C. Fox, H. L. Claiborne, C. W. Gillespie, Gus Johnson, M. H. Cooley, G. C. Cripps and Philip L. Poe have made application for membership. The following memberships have been transferred: Estates of A. Stamford White, and Wm. A. Tubbs, Geo. D. Brown and Jas. E. Laidlaw. The memberships of J. Ralph Pickell, Arthur G. Norris, Winfield Scott Cowan, P. H. Monks and the estates of E. P. Bealin and W. H. Van Sant have been posted for transfer.

Miss Dorothy Carhart, daughter of George Carhart of Carhart, Code & Harwood, grain commission merchants, died recently of influenza. She had returned only the week previous from Wells College and it is believed that she contracted the disease on the train.

By a vote of 349 to 17, the Board of Trade on Dec. 9, voted the following amendment to its rules: Every member shall be entitled to transfer his membership when he has paid all assessments due, and has against him no outstanding unadjusted or unsettled claims or contracts held by members of this Association, and said membership is not in any way impaired or forfeited, upon the payment of two hundred and fifty dollars, to any person eligible to membership who may be approved for membership by the Board of Directors, after due notice by posting, as provided in Section 1 of this rule. The membership of a deceased member shall be transferable in like manner by his legal representative without the payment of the transfer fee. Prior to the transfer of any membership, application for such transfer shall be posted upon the bulletin of the exchange for at least ten days when, if no objection is made, it shall be assumed the member has no outstanding claims against him.

INDIANA

Kokomo, Ind.—Cornelius M. Barlow, grain dealer, died recently aged 57 years.

Rensselaer, Ind.—The Farmers Grain Co. has recently installed a Randolph Grain Drier.

Crawfordsville, Ind.—Newton Busenbark, of New Market, has purchased the elvtr. formerly operated by J. S. Sellers.—A. H. Richner.

Corydon Junction sta. (New Salisbury p. o.), Ind.—Contrary to recent reports, the W. D. Hurn Milling Co. has not built a new elvtr.

Bippus, Ind.—Work on the new elvtr. which O. Gandy & Co. are building to replace the one burned August 23, is progressing rapidly.

Kentland, Ind.—The McCray Grain Co. is one of the new users of the Randolph Grain Drier having just installed one operated by direct heat.

Ambia, Ind.—The Ambia Grain Co. has been making a number of improvements on its plant among which is the installation of a Randolph Grain Drier.

Chalmers, Ind.—The Chalmers Grain Co. now has in operation its Randolph Grain Drier which is of the double stand type and operated by direct heat.

London, Ind.—J. S. Sellars & Son of Crawfordsville have bot the elvtr. formerly owned by J. A. McComas, Indianapolis. Nat. P. Claybaugh of Frankfort made the deal.

Lizton, Ind.—We have built an addition to our office and scale shed and have installed a new registering 10-ton Fairbanks Truck scale.—C. O. Powell, mgr. Lizton Grain Co.

Fairland, Ind.—The elvtr. formerly owned by J. A. McComas of Indianapolis has been taken over by J. S. Sellars & Son of Crawfordsville. Nat P. Claybaugh acted as broker.

Lawrenceburg, Ind.—R. E. Squibbs, superintendent of the Squibbs, Carter & Squibbs Co., was seriously scalded and Hezron J. Long, an employee, was badly burned while attempting to repair a broken steam pipe.

Stewart sta. (Tab. p. o.), Ind.—Geo. Kiser, mgr. for the Farmers Elvtr. Co. received burns that may prove fatal when he used gasoline by mistake to start a fire in the stove at the elvtr. office. The office building was destroyed, but the elvtr. and engine house were saved by the bucket brigade. Mr. Kiser was removed to Lakeview Hospital at Danville, Ill., where it was said he had a chance to recover.

Tab sta. (Pence p. o.), Ind.—We have recently equipped our plant with a 30-h. p. steam engine which takes the place of a gasoline engine of the same rating. We have also installed a No. 51 Western Shaker Cleaner.—H. M. Pence, Stewart Elvtr. Co.

Uniondale, Ind.—We have purchased the land formerly owned by the C. B. & C. Ry. on which our elvtr. is located and expect to run a siding in from the Erie to take the place of the one abandoned by the C. B. & C.—Miller & Brockley Grain Co.

Deerfield sta. (Ridgeville p. o.), Ind.—On the night of Nov. 26, our elvtr. office was broken into, the thieves taking an adding machine, a check writer and protector and some stamps. They also broke the lock off the safe.—S. L. Ross, mgr. Ross & Richards.

Liberty Center, Ind.—We have bot the elvtr. of the Studebaker Grain & Seed Co. and took over the business Dec. 2. Our office is in the former Garrett & Funk grist mill. We expect to make a number of improvements. A. W. Snyder will continue as mgr.—Farmers Grain Co.

Hammond, Ind.—We have bot the plant of the Hammond Distilling Co. and are operating it as a feed plant. We will shortly have a capacity of 50,000 bus. Our main office will be in Buffalo with M. G. Reitz as mgr. W. W. Nowak is superintendent at Hammond.—Nowak Milling Corporation.

INDIANAPOLIS LETTER.

Carl Sims, of Frankfort, head of the milling, grain and baking division of the Food Administration of this state, has resigned. His expressed reason for quitting the work which he has attended to so efficiently was that in future, it would be almost entirely clerical and it would be unnecessary for him to devote his time to it. Altho insisting upon the strictest enforcement of milling regulations, Mr. Sims has been able to secure the most hearty co-operation with the least possible friction and retains the good will of millers and grain dealers everywhere.

A reconstruction conference was held Nov. 26, called by Gov. James P. Goodrich which was attended by prominent grain dealers, millers and other business men of the state. The purpose of the conference was to get an expression relative to the best course to be pursued in solving the problems that will arise during the reconstruction period. The result of the conference was that the governor is to appoint a com'te of nine whose duty it will be to work out plans for reconstructing all lines of business. The Indiana Grain Dealers Ass'n by resolution pledged its support to a genuine constructive program that will effect the change from war time to peace conditions as expeditiously as possible. The resolutions also embodied its advocacy of agitation which will increase the production and improve the quality of wheat grown in the state; also the consumption of flour made from home grown wheat. It also advocated the spreading of agricultural information by means of the state university and the appointment of county agents in every county where one is not already employed.

IOWA

Lé Grand, Ia.—I am mgr. for B. L. Cook.—G. L. McCarel.

Adaza, Ia.—W. E. Hicks, formerly agt. for the Des Moines Elvtr. Co. has removed to Churdan, Ia.

Lanesboro, Ia.—J. Mighell fell while working around his elvtr. and was laid up a few days as a result.

Letts, Ia.—Our elvtr. is completed. We also have a feed warehouse in connection.—McKee Bros. Co., Muscatine, Ia.

Des Moines, Ia.—Ed Fenemer has taken my place as mgr. for the Central Iowa Grain Co. at Crocker and I am auditor for the same company with headquarters in this city.—E. H. Day.

River Sioux, Ia.—I am now mgr. for the River Sioux Farmers Elvtr. Co. having resigned my position at Hornick.—H. L. Schmutz.

Blencoe, Ia.—Paul Bowers, who has been in charge of the elvtr. of the River Sioux Co. is now second man at the Farmers Elvtr. Co.

Walcott, Ia.—Chas. Paustian has been secured as our mgr. to succeed H. W. Behrens who died Nov. 19.—Farmers Mutual Elvtr. Co.

Coon Rapids, Ia.—E. W. Miller, of Casey, and Guthrie Center has bot the elvtr. of the Farmers Grain Elvtr. Co. The price paid was \$17,500. Wayne Miller is mgr.

Paullina, Ia.—Our west elvtr., which together with its contents was destroyed by fire Nov. 3, contained about 15,000 bus. of barley, corn and oats. We still have an elvtr. here, so we are still doing business.—Metcalf & Cannon.

Plessis, Ia.—The De Wolf Grain Co. of Spencer has just completed a new elvtr. building. It is 30x31, with 45 feet cribbed. The equipment is up to date and includes an 8-ton wagon scale and automatic weighing out scale.—L. D. Wait.

Mason City, Ia.—The Gardner B. Van Ness Co. has placed Clark D. Powers in charge of its newly opened office. Mr. Powers has been looking after the office of the company at Rockwell City. He is succeeded there by W. E. Stotts of Richards, Ia.

Waterloo, Ia.—We have opened a branch office with M. E. Isley in charge and are prepared to handle your cash grain business for St. Joseph. We are also located in St. Louis under the firm name of Denen-Fiedeler Grain Co.—St. Joseph Hay & Grain Co.

Stanwood, Ia.—C. W. Spear, former mgr. for the Quaker Oats Co. has been elected county treas. of Cedar County. J. R. Mackey has been chosen to succeed him at the Quaker Oats plant. The change was made Dec. 1.—J. P. Christianson, mgr. King-Wilder Grain Co.

Owasa, Ia.—The Farmers Co-operative Elvtr. Co. has bot the elvtr. and coal sheds of Moser Bros. & Co. who will continue in the lumber business with H. Dornsbach as partner and mgr. I have been mgr. for the elvtr. company since it was organized ten years ago.—R. Welsh.

Walcott, Ia.—H. W. Behrens, sec'y, treas. and mgr. for the Farmers Mutual Elvtr. Co. died recently, aged 73 years. He was born in Germany, but came to America at the age of 21. He had lived at Walcott for 52 years and during part of the time was interested in the Walcott Mill and the Schwarting Elvtr.

SIoux CITY LETTER.

Open trading was resumed by the Board of Trade Nov. 22 after an intermission of 5 years. About 40,000 bus. of grain were sold, and this marks another step in the development of Sioux City as one of the country's grain markets.



Bill your next Car of Grain
to

HENSEY & OWEN
GRAIN COMMISSION
MILWAUKEE

Officers of the proposed million dollar elvtr. corporation were elected at a meeting of the stockholders Nov. 21. T. A. Black was chosen pres.; George C. Call and James F. Toy, vice presidents; J. C. Mulaney, sec'y; and J. A. Magound, treas.

The Mariner Terminal Elvtr. Co. received a permit from the War Industries Board for the erection of a 1,000,000-bu. elvtr. just prior to the time when regulations permits were removed. It was said recently that construction work will begin as soon as materials can be obtained.

KANSAS

Rolla, Kan.—The plant of the Hugoton Elvtr. Co. is being put into condition to handle grain this winter.

Newton, Kan.—The Consolidated Flour Mills Co. will install additional bins for treating wheat at a cost of \$8,000.

Sylvan Grove, Kan.—Latto & Robinson have dissolved partnership. The firm name is now C. E. Robinson Elvtr. Co.

Salina, Kan.—The Western Star Mills will rebuild that part of their elvtr. which was burned Nov. 21. The work will be done by the White Star Co.

Atwood, Kan.—Wm. J. Manning has succeeded L. B. Kilmer as mgr. for the Atwood Equity Co-operative Exchange.—E. P. Dominy, sec'y and treas.

Clyde, Kan.—The Clyde Mill & Elvtr. Co. is contemplating building a new 500-bbl. concrete and steel mill with a new line of ball bearing machinery thruout.—J. B. Sager.

Beaver, Kan.—Work will start within the week on the new elvtr. which the Farmers Union of Red Wing is having constructed. The White Star Co. has taken the contract.

West Mineral, Kan.—There are two elvtrs. here, one owned and operated by the Goodlander Milling Co. and the other by the Farmers Union. I am mgr. for the latter company.—H. Trudgeon.

Arkansas City, Kan.—The Farmers Elvtr. Co. will build a large warehouse with finished basement and freight elvtr. next to its new elvtr. which has just been completed. The White Star Co. has the contract.

Penokee, Kan.—The plant of the Kansas Flour Mills Co. will be closed until June, 1919. The Penokee Farmers Union Co-operative Ass'n has succeeded the Peterson Grain Co. I am mgr. having taken the place of J. F. Belveal.—F. H. Gripp.

Netawaka, Kan.—We have bot a 20,000-bu. elvtr. on the M. O. P. Ry. It is equipped with a 21-h.p. gas engine, but we think of installing an electric motor. We handle grain, feed, flour and coal.—E. O. Hollenbeck, mgr. Netawaka Elvtr. & Supply Co.

Sterling, Kan.—I am re-building and enlarging my elvtr. and connecting same with storage tanks formerly operated from mill which burned about two years ago. When completed, it will be an up to date 75,000-bu. plant. I have made no definite arrangements for the re-building of the mill.—H. J. Arnold.

Liberal, Kan.—The C. M. Light Milling Co. is now making flour at the rate of 250 bbls. per day. The plant is 250 ft. long and 32 ft. wide. At each end of the mill proper which is 32x60 ft. two stories and basement, are large warehouses and at the end of each of these, is a large elvtr. which together have a capacity of 55,000 bus. of grain.

Morrill, Kan.—As we wished to branch out, we have had our elvtr. remodeled. We have put in a Beall No. 4 cleaner and motors for elvtr. and cleaner; have increased our capacity from 7,000 to 8,000 bus. and have built a storehouse 60 ft. long, two stories and basement. We will handle all kinds of feeds, flour, building materials, silos and twine, in fact, everything that is needed in a farming community.—Abe Cramer, mgr., Farmers Union.

Lindsborg, Kan.—H. W. Johantgen, pres. and mgr. of the Lindsborg Milling & Elvtr. Co. died Nov. 25, of pneumonia. He became identified with the milling industry in 1908 when he acquired an interest in the Lindsborg Milling & Elvtr. Co., later becoming the largest stockholder. In 1913, he organized the Empire Milling Co. at Newton in which he retained the controlling interest. This plant was sold last April to the Consolidated Flour Mills Co. of Hutchinson. During the last two years he had been identified with oil interests in the Mid-Continent field, but retained his interest in the Lindsborg Milling & Elvtr. Co. to the time of his death. He was born at Van Wert, O. in 1877.

KENTUCKY

Evarts, Ky.—The Evarts Wholesale Grain & Feed House, incorporated; capital stock, \$6,000. Incorporators, B. M. Williams, E. N. Early and M. B. Smith.

Somerset, Ky.—W. L. Daniel, proprietor of the Pulaski County Grain Co. and editor of the Commonwealth Weekly, died recently of pneumonia following an attack of influenza. He was 37 years old.

Louisville, Ky.—Wm. E. Trudeau died recently of pneumonia, aged 27 years. He was for a number of years connected with the C. P. Dodd Hay & Grain Co. of which his father, Wm. E. Trudeau is mgr.

Hopkinsville, Ky.—The mill and elvtr. plant of James Cate & Son which was struck by lightning and burned some time ago is to be rebuilt. Mr. Cate has bot the practically new plant at Peacher's Mill, near Clarksville, Tenn.

MARYLAND

BALTIMORE LETTER.

Virgil Nigh who accepted a position with the Pampa Grain Co., Ltd., at Buenos Aires, Argentine, last July has returned to Baltimore.

Charles K. Abrahams and R. E. Lee Marshall have been elected members of the Chamber of Commerce. The memberships of John C. McCarthy and J. B. Daish, both deceased, have been transferred.

Robert H. Powell died Nov. 18 after an operation for stomach trouble. He was a well known member of the Chamber of Commerce and chairman of the Board of Directors of the Terminal Warehouse Co. which operates the Pennsylvania railroad hay sheds.

The local office of the Food Administration Grain Corporation informed Baltimore receivers recently that, effective at once, written or telegraphic requests from shippers for permits to ship wheat to the export elvtrs. here must be attached to applications for permits. Shippers must state also the amount of wheat available and whether they have authorized any other applications for permits for shipment of the same wheat.

MICHIGAN

Grand Blanc, Mich.—The Co-operative Elvtr. Co. has been incorporated.

Lupton, Mich.—The Lupton Elvtr. Co. has closed its elvtr. until spring.—W. J. Cummings, Rose City, Mich.

Rose City, Mich.—The Rose City Elvtr. Co. will build new lumber sheds and improve its elvtr. plant the coming summer.—W. J. Cumming.

Omer, Mich.—The Eastern Michigan Elvtr. Co., backed by Arenac County capital, has purchased the elvtr. of the Omer Mill & Elvtr. Co. and opened it for business.

Edmore, Mich.—The Edmore Grain & Lumber Co. will make a number of improvements in its plant among which will be the installation of new machinery.—L. D. Smith.

MINNESOTA

Braham, Minn.—We handle grain.—J. A. Monson, sec'y Braham Mercantile Co.

Eden Valley, Minn.—The Farmers Elvtr. Co. is building an addition to its elvtr.

Clarissa, Minn.—I have succeeded J. T. Nutting as agt. for the National Elvtr. Co.—G. T. Morey.

St. Cloud, Minn.—The new 40,000-bu. elvtr. begun by the Ervin Mill Co. last May is now receiving grain. It is of concrete and steel construction thruout.

Owatonna, Minn.—A. C. Anderson, of Hope, at a special meeting of the officers of the Owatonna Farmers Elvtr. Co. was elected mgr. to succeed W. E. Ditlevson, county auditor elect.

St. James, Minn.—The new 35,000-bu. concrete elvtr. which the Farmers Grain Co. is building to replace the one destroyed by fire will soon be ready for business. Carl A. Serkland is mgr.

Duluth, Minn.—Application has been made for the transfer of the Board of Trade membership of Max C. Rheinberger to Geo. K. Labatt, Minneapolis; G. M. Charles to J. M. McCaull, of Minneapolis, and W. H. Dunwoody to John Washburn, of Minneapolis.

Detroit, Minn.—I recently sold my elvtr. at Brocton to W. H. Wilson of Minneapolis and bot three elvtrs, from the Atlantic Elvtr. Co., one at Calloway, Westbury and Detroit. The house at Calloway will be operated under the name of the Calloway Independent Elvtr. Co., the one at Westbury as the Westbury Grain Co. and the one at Detroit as The Detroit Grain & Fuel Co.—C. Steinkopf.

Raymond, Minn.—We have completed our new elvtr. which replaced the one that was burned Sept. 19 and started taking in grain about Nov. 28. It is of 30,000-bu. capacity with all hopper bins, concrete foundation and electric power. It was built by C. E. Bird & Co. and has one of the Bird Semi-Automatic Shipping Scales. There was some delay in getting some of the lumber and also some difficulty in getting a permit to install the electric parts, otherwise, the building would have been completed about ten days sooner. Chris T. Miller is agt.—W. L. Smith, gen. supt., Monarch Elvtr. Co.

MINNEAPOLIS LETTER.

The Soo Terminal Elvtr. has been made regular at the request of Bartlett, Frazier Co.

The Sheffield Elvtr. Co. will put improvements on its elvtr. "K" which will cost \$5,000. Two Morse Grain Driers are being installed.

L. N. Ritton, formerly with the Gould Elvtr. Co. and at one time office mgr. for C. E. Lewis & Co., will engage in the grain commission business.

News has come that Arthur L. Peterson, son of "Pete" Peterson of the Chamber of Commerce Sampling Co., was killed in action on the western front recently.

The following memberships in the Chamber of Commerce have been transferred: J. Ross Mathewson to E. E. Mitchell, Chas. O. Larson to F. C. Blodgett, and C. B. Pierce to W. H. Bartlett, of Chicago.

A. White has received a traveling representative's license to represent the Imperial Elvtr. Co. C. A. Quist has applied for a license to represent the Healy, Owen, Hartzell Co.

The regular monthly dinner of the Minneapolis Grain Shippers Ass'n was held at the Radisson Hotel Dec. 3. Considerable discussion was given to plans for closer cooperation between shippers and receivers. The matter of making records of the time of the delivery of turnovers was taken up, and as demurrage charges are based on the determination of the delivery of turnovers this is an important subject. The general idea of the speakers was that the recording of the time of delivery is dependent upon the individual's accounting methods and disputes must be individual matters.

MISSOURI

Smithville, Mo.—Geo. Carter of Oregon is building an elvtr. at this point.

Galt, Mo.—J. O. Keith, formerly in the grain and hay business has moved to Trenton.

Kansas City, Mo.—A. W. Erickson is traveling representative of the Simonds-Shields-Lonsdale Co. in Iowa.

Kansas City, Mo.—The Atlas Cereal Co. suffered a serious loss by fire in its oatmeal mill and elvtr.

Kansas City, Mo.—E. A. Sullivan, field representative for the Vanderslice-Lynds Co., is recovering rapidly from an attack of influenza.

St. Louis, Mo.—Ben Lang, who has been doing Y. M. C. A. work in France has returned and is back in the grain pit on the Merchants Exchange.

Atherton, Mo.—The Atherton Elvtr. Co. which was incorporated last spring has just completed a 10,000-bu. elvtr. A large warehouse will be added.

Warrensburg, Mo.—Chas. F. Hagymeyer has succeeded O. F. Kelly who resigned as sec'y of the Warrensburg Mills. Wm. E. King has been elected treas. and mgr.

Kansas City, Mo.—Word has been received of the death of Clinton F. Moss, son of C. P. Moss, member of the Board of Trade, which occurred in London, recently.

Kansas City, Mo.—A. E. W. Miller is again in the grain business after having spent the past year and a half in the motor car business. He is sales mgr. for the W. H. Marshall Commission Co.

St. Joseph, Mo.—Geo. A. Aylsworth, of the Aylsworth Grain Co. of Kansas City has accepted the position as assistant to the pres. of the Aunt Jemima Mills Co. which is planning a considerable expansion of its business. The Aylsworth Grain Co. will continue as at present, with A. R. Aylsworth, sec'y, as active mgr.

Boonville, Mo.—The plant of the Sombert Milling Co. at this place and four grain elvtrs. in towns adjacent have been taken over by a group of Warrensburg and Johnson County men. It is said that the amount invested is around \$60,000. Parties interested are Judge Ed. S. Harte of Knob Noster; H. F. Kirk and O. F. Kelly of Warrensburg and O. J. Lehrick of Kansas City.

MONTANA

Coburg, Mont.—I am no longer engaged in the grain business.—G. C. Mead.

Wibaux, Mont.—Mr. Armytrout is agt. for the Occident Elvtr. Co.—A. J. Foss, mgr. Grain Growers Co-operative Elvtr. Co.

Carlyle, Mont.—I am out of the grain business. C. Coutts is my successor as mgr. for the Farmers Elvtr. Co.—C. H. Wiley.

Antelope, Mont.—I have not resigned as mgr. for the Farmers Grain & Shipping Co., but expect to be here three or four months longer. After that I have no definite plans.—Edw. E. Rishoff.

Gilman, Mont.—A site has been granted to the Montana Elvtr. Co. but no building has been erected. There is one elvtr. here at present operated by the Montana Central Elvtr. Co.—R. J. Dyer, agt.

Big Timber, Mont.—The Montana Equity Elvtr. Co. with headquarters at Great Falls has taken over the A. F. & K. Elvtr. originally owned by the late John F. Ashbury, W. P. Franklin and H. O. Kellogg. The mgr. will be Roy O. Travers.

Red Lodge, Mont.—The Treasure State Grain Co. incorporated in October has five elvtrs. which are located at Red Lodge, Fox, Roberts, Boyd and Coombs, Mont. Capacities range from 15,000 bu. to 30,000. A. E. Platz is pres., J. B. Myrland is sec'y and I am superintendent.—H. S. Anderson.

NEBRASKA

Abdal, Neb.—The Farmers Elvtr. Co. is laying the foundation for a warehouse.

Randolph, Neb.—H. O. Peterson and D. S. Lord are the regular grain dealers at this point.—X.

Sperry Ranch, Neb.—Fred Busenbarck, formerly mgr. for the Farmers Elvtr. Co. is no longer here.—P.

Walthill, Neb.—W. M. Waterman has leased the north elvtr. of D. A. Aitkin and will operate it next season.

Dunning, Neb.—The new elvtr. in course of construction by the Farmers Elvtr. Co. is now ready for the installation of the machinery.

Sidney, Neb.—C. O. Hade is mgr. for the Farmers Union Co-operative Ass'n recently incorporated, which is erecting a 16,500-bu. elvtr.

Brunswick, Neb.—T. C. Hagedorn of Yankton, S. D. has been transferred to be mgr. of our elvtr. here.—McCaull-Webster Elvtr. Co.

Firth, Neb.—I have resigned as mgr. for the Wright-Leet Grain Co. of Hallam, and am now mgr. for the Farmers Elvtr. Co. here.—J. G. Schwartz.

Omaha, Neb.—The Gooch Milling & Elvtr. Co. has leased the plant formerly owned by the Blatz Co. and opened its office and warehouse Dec. 1.

Shelton, Neb.—The Trans-Mississippi Grain Co. has closed its plant on account of drought. I was its agt. but am now located at Fort Dodge, Ia.—P. H. Griffin.

Pierce, Neb.—The Farmers Union Co-operative Ass'n incorporated to conduct a general elvtr. business; capital stock, \$75,000; incorporators John Kollmar, H. J. Carstons, Sam Koehler, and others.

Adams, Neb.—We are rushing the work on our up to date, 20,000-bu. elvtr. and hope to have it completed by Feb. 1. The weather has hindered us quite a little so far.—C. W. Sackett, mgr. Central Granaries Co.

Spelts sta. (Ord. p. o.), Neb.—We have sold our elvtr. to Frank S. Kull of Ord. This elvtr. was the last of our line and we are retiring from the grain business. Our corporation will be dissolved by Jan. 1.—H. O. Schaaf, Schaaf Grain Co.

Phillips, Neb.—The new elvtr. of the Phillips Grain Co. is nearly completed. It is 70 ft. high, 24x31 ft. and has a capacity of 25,000 bus. It has 10 bins, cribbed, of No. 2 fir. The machinery includes a stand of elvtrs. a 500-bu. hopper scale, a wagon scale and a safety manlift.

Wayne, Neb.—Work is being pushed on the new 35,000-bu. elvtr. which the Farmers Union Co-operative Ass'n is building. It is to be covered with iron and roofed with an asbestos preparation, and will be one of the largest and most up to date elvtrs. in this part of the state.

Omaha, Neb.—In order that there may be a prompt presentation of freight bills and payment of same, and pursuant to instructions given at a meeting of the Transportation Com'te and representatives of elvtrs. not on the com'te, held in July, I have to advise that thru the action of the Terminal Manager's office, effective Dec. 2, the method of furnishing carriers' weight certificates covering cars loaded and unloaded at Council Bluffs, or arriving Council Bluffs and unloaded at Omaha or South Omaha, will be the same as on Omaha or South Omaha loading and arrivals, specified in Circular No. 40 under date of July 17th, 1918, to-wit: "Weight certificates covering cars loaded and unloaded shall be placed in separate envelopes addressed to the agent proper railroad, Council Bluffs, and delivered at the office of Mr. Allen, District Superintendent, W. W. & I. B., this building, by 11 a. m. each day. Union Pacific shipments should be addressed W. D. Clifton, Council Bluffs. Mr. Allen's office will deliver the weight certificates to the various carriers." Henry T. Clarke, Attorney and Traffic Manager of the Omaha Grain Exchange.

Palmyra, Neb.—The elvtr. which the Duff Grain Co. has erected on the site of the one torn down, is completed.

Oakdale, Neb.—Mr. and Mrs. Henry Torpin celebrated their 55th wedding anniversary recently. Mr. Torpin and his son C. H. Torpin in 1891 organized the Torpin Grain Co.

Mason City, Neb.—The elvtr. under the management of the Central Granaries Co. is the only one in operation; the other owned by Tierney & Wirt which will be operated by the Farmers Co-operative Ass'n has not handled any grain yet.—X.

Table Rock, Neb.—The Brown Grain Co., which purchased the Cooper & Linn line of elvtrs. recently, has added the Burchard elvtr. which it has been operating under lease for some time to the list, having purchased it from A. E. Henry of Pawnee City.

Scotia, Neb.—The new 25,000-bu. elvtr. which the Farmers Union is building to take the place of the one burned last summer after being struck by lightning, will soon be completed. It is of hollow brick and is equipped with up to date machinery.

NEW ENGLAND

Newtown, Conn.—The Botsford Coal & Grain Co. was organized recently.

Rutland, Vt.—Burdett Bros. have installed a 50-bbl. Marvel Mill in their plant here and will also put one in their plant at Middlebury.

Athol, Mass.—Potter & Co., grain dealers with several plants in the state, have purchased the grain and hay business of L. B. Fay. Mr. Fay who has been in business for 45 years will retire.—S.

Sunderland, Mass.—Luther C. Warner, 61 years old, a coal and grain dealer, died a short time ago of heart disease. He was a selectman and had conducted a large farm in addition to his business.—S.

Boston, Mass.—Benjamin Hammond, for many years prominent in the flour and grain trade died recently in Newton Centre in his 81st year. He was a member of the firms of Hosmer, Crampton & Hammond and B. Hammond & Co. He was one of the earliest members of the old Boston Corn Exchange, which afterward became the Boston Chamber of Commerce. During his earlier years, he was for some time pres. of the Mercantile Library Ass'n.

NEW JERSEY

Jersey City, N. J.—The P. R. R. Elvtr. of which I have been superintendent for 33 years was closed last August and will be demolished.—Robert A. Shirrefs, Elizabeth, N. J.

NEW YORK

Brooklyn, N. Y.—James Sinnott, for many years connected with the firm of Thos. E. Sinnott & Co. in New York, died recently of pneumonia. He was born in Minneapolis, but had been a resident of Brooklyn for twenty years.

NORTH DAKOTA

Upham, N. D.—The Dodge Elvtr. Co. has no agt. here.—P.

Deep, N. D.—The elvtr. of the Dodge Elvtr. Co. is closed.—X.

Verona, N. D.—Show & Freeman have gone out of business.—P.

Pisek, N. D.—The Pisek Roller Mills are no longer in operation.—P.

Ruso, N. D.—I am mgr. for the Schmidt-Gulack Elvtr. Co.—Paul Stohr.

Turnbridge, N. D.—The Ugland Grain Co. is not operating its plant.—P.

Solen, N. D.—Martin Schmidt has succeeded F. J. Seidl as agt. for the Winter-Truesdell-Ames Co. and I have succeeded Wm. G. Haffner as mgr. for the Solen Equity Exchange.—C. J. Hohn.

Voss, N. D.—The Amenla Elvtr. Co. has taken over the business of the Thorpe Elvtr. Co.

Wimbleton, N. D.—The elvtr. of the Royal Elvtr. Co. burned in 1917 and has not been rebuilt.—P.

Esmond sta. (Pendennis p. o.), N. D.—I am agt. for the Great Western Grain Co.—J. J. Bengson.

Mooreton, N. D.—The elvtrs. of the Monarch Elvtr. Co. and F. A. Bagg are closed.—Farmers Elvtr. Co.

Lucca, N. D.—The elvtr. of the Atlantic Elvtr. Co. is closed.—Fred Dahl, agt. Lucca Farmers Elvtr. Co.

Michigan, N. D.—The Monarch Elvtr. Co. is no longer in business here.—Gus F. Lamb, mgr. Lamb Elvtr. Co.

Pelto sta. (Brocklet p. o.), N. D.—I have succeeded Emil Pilgrim as mgr. for the Pelto Farmers Elvtr. Co.—Sam Adler.

Linton, N. D.—Our elvtr. here which is the only one we have in the state is not in operation this season.—The Pacific Elvtr. Co.

Reynolds, N. D.—The elvtr. of the Monarch Elvtr. Co. was burned some time ago and has not been rebuilt.—N. E. Turner, former agt.

Lisbon, N. D.—The elvtr. of the Great Western Grain Co. burned and will not be rebuilt this year.—J. G. Hanson, agt. Monarch Elvtr. Co.

Souris, N. D.—The Winter-Truesdell-Ames Co. is not operating its elvtr. this season. The elvtr. of the Acme Grain Co. is also closed.—P.

Westhope, N. D.—The Cargill Elvtr. Co. has taken over the elvtr. formerly operated by G. A. Cornwell.—Theo. Strand, mgr. Imperial Elvtr. Co.

Nicholson, N. D.—The elvtr. of the Osborne-McMillan Elvtr. Co. is not doing business this season.—J. R. Baker, agt. Atlantic Elvtr. Co.

Hartland, N. D.—Gust Swedlund is agt. for the Brown Valley Farmers Elvtr. Co.—J. L. Williams mgr. Hartland Farmers Co-operative Elvtr. Co.

Spiritwood, N. D.—Geo. Lund has succeeded Frank Henoir as mgr. for the Spiritwood Equity Elvtr. Co.—R. E. Dresser, agt. Powers Elvtr. Co.

White Spur sta. (Kramer p. o.), N. D.—The plant of the Woodworth Elvtr. Co. has been closed for two years.—Wm. Wise, mgr. Farmers Grain Co.

Wabek sta. (Parshal p. o.), N. D.—A. P. Matson is agt. for the Woodworth Elvtr. Co. I am agt. for the Farmers Co-operative Elvtr. Co.—J. E. Hannon.

Harlow, N. D.—D. J. Geary, agt. for the Spaulding Elvtr. Co. will resign his position next spring to take up farming.—Ing Iverson, agt. O. & M. Elvtr. Co.

Cooperstown, N. D.—The Cooperstown Co-operative Ass'n is the name of the new organization which has taken over the business of the Farmers Elvtr. Co.

Lanona sta. (Valley City p. o.), N. D.—The Atlantic Elvtr. Co. operates both its own elvtr. and that of the Osborne-McMillan Elvtr. Co.—A. W. Johnson, mgr.

Eckelson, N. D.—Isa Chapman is agt. for the Powers Elvtr. Co. The elvtr. formerly operated by the Cargill Elvtr. Co. is closed.—P. E. Knudson, mgr. Eckelson Farmers Elvtr. Co.

Underwood, N. D.—Jacob Weiss is agt. for the Dodge Elvtr. Co. The elvtr. of the Kellogg Commission Co. has been closed for some time.—C. E. Redlund, mgr. Independent Elvtr. Co.

Sarles, N. D.—A. E. Bruce is agt. for the St. Anthony & Dakota Elvtr. Co. B. F. Pile is agt. for the Farmers Co-operative Elvtr. Co. and I am agt. for the Cargill Elvtr. Co.—F. A. Plum.

Carson, N. D.—The Carson Roller Mills Co., which I organized in August, 1917, has dissolved and I have taken over the interests of my associates. The new firm name is Carson Roller Mills, with myself as proprietor and mgr.—J. F. Carter.

Taylor, N. D.—The elvtr. of the Lyon Elvtr. Co. has been closed since Oct. 16.—A. H. Conradson, agt. Occident Elvtr. Co.

Westhope, N. D.—The Cargill Elvtr. Co., the St. Anthony & Dakota Elvtr. Co., The Great Western Grain Co. and A. O. Cornwell have closed their plants this year.—P.

Linton, N. D.—I have gone out of the grain business and am now vice-pres. of the Farmers State Bank. I sold my elvtr. to the Pacific Elvtr. Co. but it has not been in operation this season.—M. T. Barger.

Golden Valley, N. D.—The Lahart Elvtr. which has been owned successively by Anton Longhouse and Jourgen Olsen, Minot, has been closed a year. The elvtr. of the Independent Elvtr. Co. has been closed two years.—X.

Almont, N. D.—P. D. Pfaff has succeeded L. L. Lucian as agt. for the Occident Elvtr. Co. I am just recovering from an attack of influenza which confined me to my bed for two weeks.—F. J. Seidl, mgr. Farmers Union Merc. Co.

Maida, N. D.—I have resigned my position as agt. for the St. Anthony & Dakota Elvtr. Co. at Bottineau and am now mgr. for the Maida Farmers Elvtr. Co. This is a brand new house and the only elvtr. in town.—E. Erlandson.

Neché, N. D.—James Bartron has succeeded E. R. Dennison as agt. for the Dodge Elvtr. Co. Ed. Young has succeeded F. L. Lewis as agt. for the National Elvtr. Co.—H. J. Beaudine, agt. St. Anthony & Dakota Elvtr. Co.

Werner, N. D.—Ingold & Payne are not doing business this year. C. E. Benyon is mgr. for the Star Elvtr. Co. having succeeded Chas. E. Mutchler. We will install a dump controller and boot.—C. B. Howard, mgr. Equity Elvtr. & Trading Co.

Nekoma, N. D.—The Independent Elvtr. Co., organized this fall, has taken over the plant of the Atlantic Elvtr. Co. Jas. McGregor is mgr. E. P. Tschabold has succeeded Wm. Overby as agt. for the Northland Elvtr. Co. J. G. Stewart is mgr. for the Stewart Elvtr. of which he is proprietor, the firm name formerly being Stewart & Tschabold.—B. J. Dunn, agt. Montana & Dakota Grain Co.

OHIO

Good Hope, O.—W. F. Black & Co. are successors to Black & Sellars.

Ashland, O.—The Diamond Mills plant is closed.—P.

Roxabell, O.—I have sold my elvtr. to James Devine.—Ellsworth Huffman.

North Bern, O.—We are the only regular grain dealers here.—Shaw-Turner Co.

Delphos, O.—We contemplate installing an attrition mill.—The Garman Grain Co.

Shelby, O.—The Shelby Equity Co. has succeeded Douglas & Tracht.—J. C. Morris.

Roscoe, O.—The William Milling Co. has gone out of business.—E. S. Lee, Lee Milling Co.

Navarre, O.—Zintsmaster & Leiter have gone out of business.—H. E. Seese, mgr. Navarre Mills.

Elgin, O.—I have succeeded Ernest Kreimendahl as mgr. for the Elgin Grain Co.—O. O. Whyman.

Xenia, O.—Bales & Smith have succeeded the firm of Bales & Harnes. C. R. Bales is mgr.—Belden Milling Co.

Thornville, O.—Regular grain dealers are Tenney & Roberts, H. G. Roberts mgr., and myself.—H. H. Edmunds.

Sullivan, O.—The correct name of our firm is The Sullivan Farmers Co-operative Exchange Co.—C. H. Rogers, mgr.

Lynchburg, O.—The Dewey Bros. Co. and our firm are the regular grain dealers.—R. P. Murphy, mgr. H. Murphy & Sons.

Woodstock, O.—The Ohio Grain Elvtrs. Co. operates the only elvtr. here. I am mgr. for the company.—Chas. Cranston.

Convoy, O.—Regular dealers here are the Convey Equity Exchange, Bert Bricker, mgr., and ourselves.—Long & Marshall.

Jeffersonville, O.—Threlkeld & Blessing have put into operation in their plant a Randolph Grain Drier operated by steam.

Grove City, O.—We are not buying grain, but are devoting all our time to lumber and building material.—Johnston & Grant.

Tippecanoe City, O.—The Tippecanoe Milling Co. is not operating.—H. W. Putterbaugh, mgr. Detrick Grain & Merc. Co.

Milton Center, O.—The Garrison Grain Co. is now operating a new Randolph Grain Drier and shipping corn directly to interior markets.

Weston, O.—The Rural Grain Co. is making a number of improvements at its elvtr. Among others, is a double stand type Randolph Grain Drier.

Boneta sta. (Sharon Center p. 6.), O.—The one elvtr. here formerly operated by M. E. Frazier & Co. has not been in operation for some time.—X.

Lexington, O.—After the first of the year our firm will be Lexington Elvtr. & Mill Co. We will handle grain, seed and feed.—Cockley Milling Co.

Millersburg, O.—I am proprietor of the Empire Flour Mills which has taken over the elvtr and milling business of J. D. and J. I. Miller.—J. D. Miller.

Toledo, O.—Ed. Churchill, formerly with C. L. Maddy Co., Perrysburg, O., is now in charge of the grain department of the Churchill Grain & Seed Co.

Gallipolis, O.—Frank Bell, mgr. for M. E. Bell & Co., died recently. The mill is still in operation pending the appointment of his successor.—Bush Bros.

West Rushville, O.—Dilger & Snyder have taken over the elvtr. formerly operated by Murphy & Spence.—Clay H. Shaw, mgr. Shaw-Turner Co.

Warsaw, O.—The name of our firm is Walter Elliott & Son and the writer is mgr. There are some scoop shovel ships here also.—Chas. W. Elliott.

Liberty Center, O.—A new Randolph Grain Drier, double stand type with direct heating system is now being operated by the Liberty Center Grain & Stock Co.

Eaton, O.—The Gotterman Co., which deals in feeds, is going out of business, I understand. Scoop shovelers are working here.—H. C. Robinson, prop. Eaton Milling Co.

Toledo, O.—The membership of M. W. Murphy in the Farmers Exchange has been transferred to T. C. Burke, a new member, who is with E. W. Wagner & Co.

Kingston, O.—The Kingston Milling Co. is now installing a Randolph Terminal Grain Drier operated by exhaust steam and expect to have it in operation before long.

Toledo, O.—Chas. Schaaf is now traveling representative of H. W. Devore & Co. having resigned a similar position with the Churchill Grain & Seed Co. of Buffalo.

Funk, O.—The Funk Equity Union Co. is building an addition to its elvtr. We handle ear corn, purchasing in car lots and retail it by the bushel to farmers.—James Hudson, mgr.

Glen Karn, O.—We have installed a 35-h. p. oil engine and all new machinery in our basement. We have enlarged our capacity and now have a strictly up-to-date elvtr.—Glen Karn Grain Co.

Rosburg, O.—The Rosburg Grain Co. is a new firm which has been operating here since September last. Members of the firm are Mr. Hollerbaugh, Mr. Brandt and Tom Beam.—Daniel Burns & Co.

South Solon, O.—The South Solon Co-operative Grain & Live Stock Co. has built a 24,000-bu. concrete elvtr. which is equipped with up to date machinery. H. C. Whitaker is mgr.—J. B. Smith, pres.

Weston, O.—The elvtr. formerly operated by John Underwood burned and has not been rebuilt. Mr. Campbell is operating the mill which was under the management of the Weston Mill & Elvtr. Co.—John V. Dirks.

Osborne, O.—The Tranchant & Finnell Co. went out of business last August and has been succeeded by the Finnell Milling Co. H. E. Frahm has a grain elvtr. of about 15,000 bu. capacity.—J. M. Weigand, Finnell Milling Co.

West Rushville, O.—We have just completed a 12,500-bu. elvtr. 65 ft. high with basement, and completely equipped with machinery. Geo. H. Craig of the Efficient Erecting Co. designed the structure. We will be ready for the 1919 crop.—Dilger & Snyder.

Cincinnati, O.—The Brouse-Skidmore Grain Co. has bot the elvtr. of the Carr Street Grain Elvtr. Co. formerly operated by Charles F. Droste. The building will be remodeled and up-to-date equipment will be installed for drying and handling all kinds of grain.

Wapakoneta, O.—Albert Howell, an employee of the Wapakoneta Grain Co., was compelled to lay off a few days as the result of a fall at the elvtr. While elevating grain, he attempted to adjust a pulley and fell about ten feet. He was badly bruised and was unconscious for a while.

Otway, O.—Ratchford & Smith is the style of a new firm engaged in the grain business here. It occupies the old Pieper Flour Mill and will operate a Farmers Exchange in connection with the grain business. A. Ratchford of Rardin and A. D. Smith of Otway are the members.

Lima, O.—The firm of Hyman & Levy dissolved partnership May 1, 1918. The name since that time is Hyman & Ackerman, the partners being M. M. Hyman and Benjamin Ackerman. We operate one grain elvtr. also seed and feed warehouse in a jobbing way.—Hyman & Ackerman.

Toledo, O.—We have bot the elvtr. and mill formerly owned by the Steel Elvtr. Co. We have leased the mill to the Interstate Feed Ass'n which will operate it. The elvtr. will either be leased or converted into a coal plant. We will not, ourselves, operate it in the grain business.—The Toledo Fuel Co.

Conover, O.—We are building a 35,000-bu. elvtr. which will be completed by Dec. 15. It is equipped with a 25-h. p. Type Y Fairbanks-Morse engine, a Richardson Self Compensating Scale, an 1,800-bu. Ellis Drier and Western and International Cleaners.—C. W. Shaffer, mgr. Wilgus & Shaffer Grain Co.

Marengo, O.—Scoop shovelers from Fredericktown have been doing business here and at Peerless where we own the building but did not do any business there this year. The capacity of our elvtr. is 3,500 bus. and we have storage capacity for 10 cars of hay.—Chas. W. Woodland, mgr. The Marengo Co-operative Co.

Spencer, O.—This company has purchased the elvtr. of J. H. Ingraham & Co. The new corporation is capitalized at \$30,000 and began business in July last. N. E. Fuller, vice-pres. and J. H. Firestone, director, operated the same elvtr. from 1901 to 1913 under the firm name of Firestone & Fuller. We are the only regular dealers here.—A. H. Fuller, mgr. Spencer Equity Union Exchange Co.

Cincinnati, O.—D. J. Schuh, formerly executive sec'y of the Grain & Hay Exchange, who enlisted in the navy last June, has returned to resume his old duties. After spending some time at the Great Lakes Training Station, he was appointed sec'y to Rear Admiral Ross at Washington. He was excused from further war service upon request of the Grain & Hay Exchange to the U. S. Bureau of Navigation. Acting Sec'y S. S. Reeves will continue as general traffic mgr. of the Exchange.

OKLAHOMA

Covington, Okla.—The Boepple Grain Co. has bot the elvtr. of the Marquis Grain Co.

Wagoner, Okla.—The V. Lamb Milling Co. has installed up-to-date equipment in its mill and elvtr. and is now ready to do business.

Oklahoma City, Okla.—The Hubbard Grain Co. of Des Moines will open an office with Ross Gordinier in charge.

Elmer, Okla.—The G. G. Kemp Grain Co. still owns an elvtr. here but it is not in operation because there was so little grain raised in this section.—X.

Woodward, Okla.—We are operating two elvtrs. here and one at Supply, Okla., but our elvtrs. both at May and Dunlap are closed. J. H. Spurlock has charge of the old Cox Elvtr. here. The Woodward Cotton Co., better known as the Woodward Mill, has been closed for profiteering, but Bouquet & Ludwick are buying grain there.—L. O. Street Grain Co.

OREGON

Portland, Ore.—J. Henry Albers, former pres. of the Albers Bros. Milling Co., has entered a plea of not guilty to the charge of violation of the espionage act. The date for his trial has not been set, but it was indicated at the hearing that it would be early in January.

Portland, Ore.—A. Cohn, pres. of the Northern Grain & Warehouse Co., entertained the members of the Norgrainco Club, which is composed of employees of the company, at a luncheon. The Club is a new organization which has aroused considerable interest in the grain trade.

Pilot Rock, Ore.—The big elvtr. now being constructed by the Farmers Union Grain Agency will be ready to receive wheat within a short time. This is the fifth elvtr. erected by this company the past year with capacities ranging from 70,000 to 100,000 bushels. Materials used are concrete and steel.

Astoria, Ore.—The Port of Astoria Commission has authorized harbor improvements to cost approximately \$1,500,000. The project includes the construction of a dry dock of 15,000 tons capacity and the building of a third pier at the port dock, with a warehouse equipped with up-to-date machinery for handling cargoes. The proposed new pier will be large enough to berth at one time six liners of 15,000 tons each and the dry dock will be able to handle the largest carriers afloat. The plans also include additional bulk grain storage bins with a capacity of 1,000,000 bus.

PENNSYLVANIA

Erie, Pa.—I discontinued my brokerage business Oct. 1. Am in cash grain business here, car lots only.—Maurice Dryfoose.

SOUTH DAKOTA

Wecota, S. D.—W. G. Meyers has succeeded F. G. Pangburn as agt. for the Pacific Grain Co.

Bruce, S. D.—Geo. M. Hovey has leased the elvtr. of the F. F. Ribstein Grain Co. and has taken possession.

Glenham, S. D.—I am now agt. for the Geo. C. Bagley Elvtr. Co. having resigned my position as agt. for the Pacific Grain Co. at Wecota.—F. J. Pangburn.

Aberdeen, S. D.—Work on the new elvtr., which the Freeman-Bain Co. is erecting to take the place of the one burned last winter, is being rushed as fast as possible.

Richland, S. D.—We understand that Mr. Crill who is in the seed corn business has made a number of improvements on his mill. Elk Point Elvtr. Co., Elk Point, S. D.

Lesterville, S. D.—I have taken over the 8,000-bu. plant of Ripple & Poli, which is on the C. M. & St. P. Ry. I have made some repairs and installed new machinery.—Adam Waloch.

Spearfish, S. D.—A dispute between the officials of the C. B. & Q. Ry. Co. and the officers of the Spearfish Milling Co. as to which of them will pay the cost of a proposed siding to the mill is preventing the shipment of thousands of bushels of wheat and other small grain raised in the Spearfish Valley this year.

Sioux Falls, S. D.—I am now mgr. for the Merchants Elevtr. Co. succeeding E. P. Tawney Nov. 15. I resigned my former position with Bridge & Leonard at their Belmond, Ia., office.—Horace Willard.

SOUTHEAST

Norwich, Conn.—Joseph McIsic has resigned his position with the Greenville Grain Co.

Quitman, Ga.—The Thomas Elevtr. Co. will begin at once the erection of an elevtr. to replace the one destroyed by fire Nov. 2. It will be superior to the other in many respects altho the one burned had been in operation but a short time.

Richmond, Va.—Yelverton Booker, sec'y and chief inspector of the Richmond Grain Exchange, died recently as the result of an injury sustained when he fell down the elevtr. shaft from the second floor in the Travelers' building to the basement. He was 63 years old.

Sanford, Fla.—I have sold my interest in the Sanford Flour & Feed Co. to my wife and the business will hereafter be operated under the name of Mrs. G. C. Cates. I have bot the business of the F. F. Dutton Feed & Crate Co. and will handle all kinds of farmers' supplies.—J. J. Cates.

TENNESSEE

Martin, Tenn.—The foundation has been laid for a flour mill and elevtr. adjacent to the tracks of the N. C. St. L. Ry.

Memphis, Tenn.—The firm of Webb & Maury, grain dealers, is no longer in existence, both A. H. Maury and Walter Webb having died within the past three years.

Denver, Tenn.—We have recently enlarged and remodeled our office building and have repainted and repapered it. We have also replaced our nearly wornout shuck sheller with the largest make of shuck sheller.—Duck River Grain Co.

TEXAS

Jordanton sta. (Rosanky p. o.), Tex.—The J. A. Ash Grain Co. is operating an elevtr.

Umbarger, Tex.—I am successor to the Cozart Grain Co. having bot its elevtr. last June.—W. L. Brodie.

Fort Worth, Tex.—The capital stock of the Golden Rod Mills has been increased from \$80,000 to \$200,000.

Marshall, Tex.—A. D. Beck of the Fidelity Grain Co. was seriously injured when the gasoline tank in his automobile exploded.

J. L. Maher & Co., Walter Jenull and the Texas-Mexico Mlg. Co., all of San Antonio, and the E. A. Johnson Co., of Dallas, have been admitted to membership in the Texas Grain Dealers Ass'n.

Clarendon, Tex.—I have moved here from Crowell and have associated myself with Tom F. Connally in the wholesale grain business under the firm name of Connally-Hughston Grain Co.—T. L. Hughston.

Dallas, Tex.—The new \$65,000 plant of the Morton Milling Co. will be ready for business in about three months. It is 26x108 ft., 7 stories high. The cost of the equipment will be about \$100,000. The output of the mill, now 1,200 barrels per day, will be increased 100%.

Members of the Texas Grain Dealers Ass'n, and other business friends of the late A. B. Cowan, of Howe, Tex., had on Dec. 2 contributed a total of \$1,542.50 to a fund for the relief of Mr. Cowan's family. The fund is to be closed and the presentation made before Christmas.

WASHINGTON

Seattle, Wash.—H. L. McIntyre, of the Seattle Hay & Grain Co., is my successor as mgr. for the Albers Bros. Milling Co. I am doing a strictly brokerage business. Have no warehouses or elevtrs.—Gordon T. Shaw.

Deer Park, Wash.—The Deer Park Grain Co. will build a flour mill next spring adjoining its elevtr.

Walla Walla, Wash.—Geo. Malcolm and Herbert Dovey have formed a partnership in the insurance, real estate and grain business. Mr. Malcolm was formerly connected with the Jones-Scott Co. and Mr. Dovey with the old Sturgis-Storie Co.

Preliminary plans for the program of the annual convention of the Washington Grain Growers, Shippers and Millers Ass'n, to be held at Pullman the first week in January, 1919, were discussed at a meeting held Nov. 22 upon call of Prof. E. J. Shafer, sec'y of the Ass'n.

WISCONSIN

Brillion, Wis.—We have gone out of business.—Kuehl & Bruss.

Osseo, Wis.—I am mgr. for the Osseo Farmers Produce Co.—A. B. Olson.

Pt. Washington, Wis.—J. D. Aggen & Son have installed a complete system of electric drive in their flour and feed mill and elevtr.

Neenah, Wis.—The old established firm of Krueger & Lachmann has gone out of business and for the first time in 30 years this city is without a flour or grist mill.

Stevens Point, Wis.—The foundation has been laid for a new office building being erected by the Pagel Milling Co. It is 18x34 ft. with full basement. Furnace heat will be installed. It is expected that it will be completed within the next month.

Eau Claire, Wis.—The new reinforced concrete elevtr. which the Red Front Flour & Feed Co. is erecting will be ready for business in a short time. It is 40x64 ft. and 50 ft. high. It is located between the main line of the C. M. & St. P. Ry and the wagon roads which facilitates handling the grain from wagons to cars. It has steel windows and a dump scale. The cost was about \$15,000.

MILWAUKEE LETTER.

John P. Kettenhofen and C. A. Breen have been elected members of the Chamber of Commerce.

The memberships of J. C. Thompson and F. W. Davidson in the Chamber of Commerce have been transferred.

The Moering Grain Co. has been incorporated; capital stock, \$20,000. The incorporators are W. H. Moering, Kurtis R. Froedert, pres. and treas. of Froedert Bros. Grain & Malting Co., and Geo. H. Gabel.

In order that the larger type of lake steamers can reach the elevtr. and local docks beyond Elevtr. A, operated by the Donahue-Stratton Co., the Milwaukee Harbor Commission will remove 8,257 square feet of land in the South Menomonee Canal opposite Elevtr. A. This has been done at the urgent request of grain shippers. The C. M. & St. P. Ry. has already donated 6,179 square feet of the projection to the city and the remainder is to be condemned.

The D. D. Weschler & Sons Grain Co. with other firms has been made defendant in a suit brought in the Circuit Court by Harriet D. Mitchell, trustee of the estate of the late John L. Mitchell, for \$25,000 damages and to have the pollution of a stream, which flows thro land at West Allis belonging to the estate, abated. The stream in question empties into the Kinnickinnic River. It is claimed that West Allis sewage, oil and grease from machine plants and the washings from fermented grain are dumped into the stream.

WYOMING

Moorcroft, Wyo.—There is but one elevtr. here. It is owned by the Ranchers Commercial Co. Its capacity is 20,000 bus.—X.

Greybull, Wyo.—The Denver Grain Co. contemplates building an elevtr. here to be completed next fall. There is no elevtr. now in operation, loading being done directly into cars.—X.

Glendo, Wyo.—I am operating a portable elevtr. at present, but expect to build in the spring. F. A. Homewood is mgr.—G. J. Reitter, prop.

Telegraf Co. Liable for Error.

Recent court decisions have upheld the fine print conditions on the back of telegraf blanks limiting the amount of recovery for error to the amount paid for sending; but the Supreme Court of Arkansas on Oct. 7 declared this limitation invalid.

J. B. Harris, of Little Rock, wired Massey & Perrin, of Chicago: "Sell ten July corn stop 5 cents both ways." As delivered the message read: "Stop 4 cents both ways."

The brokers sold the corn at \$1.41 and bot it in on the advance to \$1.45. The market advanced $\frac{1}{4}$ cent higher, and broke to \$1.33; but having covered at \$1.45 they could not take advantage of the opportunity to buy at a profit.

Harris brot suit to recover \$400 loss and \$500 profit. The circuit court of Dallas County held that Harris could recover only the cost of sending the message. Harris took an appeal, and the court allowed him \$400. Judge Smith said:

As to the validity of the limitation found on the back of the telegraf blank, it suffices to say that we considered this question very carefully in the case of Des Arc Oil Mill Co. v. Western Union Tel. Co., 201 S. W. 273, and the conflicting views entertained by the members of the court are set out in the majority and dissenting opinions. The majority held against the validity of this limitation, and a recovery cannot, therefore, be defeated in this case on that account.

The testimony affirmatively shows that actual delivery of the corn bought and sold was contemplated by the parties, and the transactions set out above were evidenced by elevator receipts for corn duly assigned.

No judgment can be recovered because of the loss of profit, as it must always remain speculative what this profit would have been. Even though it be conceded that, if the broker had not purchased at \$1.45, he would have purchased at \$1.36, still the profits are conjectural. The market continued to go down until it reached \$1.33, and, if the transaction had been closed at that figure, there not only would have been no profit, but there would have been a loss of 3 cents a bushel. If the appellant had bought at \$1.36, and the market had kept going down, he might have sold at a loss before it reached \$1.33, or he might have sold when the market had so far recovered as to let him out whole, and we hold, therefore, that no recovery of profits can be had, for any finding in relation thereto must be speculative and conjectural. *Brewster v. Western Union Tel. Co.*, 65 Ark. 539, 47 S. W. 560; *James v. Western Union Tel. Co.*, 86 Ark. 339, 111 S. W. 276; *Western Union Tel. Co. v. Caldwell*, 202 S. W. 232.

We have a different proposition as to the actual loss sustained. The broker had no authority to purchase at \$1.45, and would not have done so, had the message been correctly transmitted, and the telegraf company is therefore liable for the damage approximately resulting on that account. We are asked to make a finding of the damage on this account, but we decline to do so, for the reason that the court below, entertaining a different view as to the law of the case, made no finding on this subject, and upon a trial anew the testimony may more fully develop this point.

Judgment reversed, and cause remanded.

While the conclusions of the court that the fine print conditions are unreasonable and invalid may be good law, it is apparent the judge has failed to grasp the position of a trader who has sold short. One who has first sold short at \$1.41 and covers at \$1.36 can have no further interest in the market, and would have no loss if it declines to \$1.33 or lower, so that the loss of profit is not conjectural but certain.—206 S. W. Rep. 52.

Must Use Proper Names of Federal Grades.

We do not recall any federal regulation investing the Bureau of Markets or the Department of Agriculture, with authority to promulgate or enforce any rules or regulations for the interstate grain trade, other than to supervise the grading of interstate grain shipments classified under the Grain Standards Act. The department has already established federal grades for wheat and corn, which are generally used in interstate trade by members of the grain trade, but the law does not take away from members of the grain trade the right to trade in other classifications of grain so long as the grade names used are not the same as given the federal grades, or so near like them as to be confused with them.

However in keeping with the tendencies of the day, the Bureau of Markets has undertaken the education of the members of the grain trade to the more exact use of proper grade designations and only recently has issued the following instructions to all grain supervisors:

PROPER GRADE DESIGNATIONS.

To Grain Supervisors:

It has been brought to the attention of this Bureau that market circulars and trade letters issued by the grain trade in many instances offer to buy or sell grain by grade, but in describing such grades, the terms of the official grain standards of the United States are either abbreviated or entirely disregarded. Frequently contracts resulting from such offers are based on grades other than those set forth in the official standards. Such practice often leads to confusion. It is deemed advisable, therefore, to encourage dealers who buy or sell by grade to employ only the grade designation of the official standards and to state them fully and accurately. It is believed that this will not only facilitate greatly the trading in shelled corn and wheat but also will leave no doubt in the minds of contracting parties as to the quality of grain bought or sold.

Moreover, the continuance of the practice now obtaining among certain of the grain dealers may result in the violation of the United States grain standards Act. In this connection attention is invited to that portion of section 4, which reads as follows:

"No person shall in any certificate or in any contract or agreement of sale or agreement to sell by grade, either oral or written, involving, or in any invoice or bill of lading or other shipping document relating to, the shipment or delivery for shipment, in interstate or foreign commerce, of any grain for which standards shall have been fixed and established under this Act, describe, or in any way refer to, any of such grain as being of any grade other than a grade fixed therefor in the official grain standards of the United States."

Section 9 of the Act provides, in part, as follows:

"That any person who shall knowingly violate any of the provisions of sections four or seven of this Act * * * shall be guilty of a misdemeanor, and upon conviction thereof shall be fined not more than \$1,000, or be imprisoned not more than one year, or both."

Grain trade letters will frequently be found to contain such terms as follows:

"We bid for No. 2 Red Wheat * * *"

(No. 2 Red Winter wheat.)

"Prices on Red or Garlicky wheat are * * *"

(Red Winter, Garlicky.)

"California mills buying 2 Hard on a basis of * * *"

(No. 2 Hard White.)

"2 Northern quotable today * * *"

(No. 2 Northern Spring.)

It is requested that you engage in educational work in your district at the earliest practicable opportunity with the view of securing discontinuance of the objectionable practices herein mentioned, visiting especially the members of the grain trade in your market, pointing out the provisions of the law as outlined in sections 4 and 5 thereof, and showing the advantage to be gained by careful adherence to the proper grade designations in contracts and other business documents, as prescribed in the official grain standards. It is requested furthermore that you confer with officers of the Food Administration Grain Corporation Agency, if any are located in your district, with the view of securing their co-

operation in this matter. Your weekly reports should describe the results of your investigation from time to time.

Very truly yours,

GEORGE LIVINGSTON,

In Charge, Federal Grain Supervision.

Any carelessness in the use of term names is likely to result in disputes and differences among members of the trade, and these very troubles, should of themselves serve to effect exactness on the part of sufferers. The Bureau of Markets is properly in charge of the supervision of the work of licensed grain inspectors. While grain trading is not within the pale of its authority, the Bureau will perform a real service if it will scare traders into the more exact use of grade names.

Prompt Settlement of Undisputed Claims.

The astute manager of the Claim and Property Protection Section of the United States Railroad Administration, John H. Howard, now officially in a circular letter admits a state of affairs that was too well known to him in his former position as head of the claim department of the Chicago & Alton Railroad Co. He says:

Complaints are being received by this Section with reference to the non-settlement of loss and damage freight claims, and upon inquiry it is found that some of the claims are disposed of immediately, indicating that either the inquiry prompts settlement without a full investigation, which is not intended, or that disposition of the claim was deferred after investigation was completed.

He stops there, fortunately for the reputation of some shippers and some claim agents, who promptly settled claims without merit, and says:

It is the intention of this Section, as well as the duty of the Claim Agent, to see that freight loss and damage claims are promptly investigated and disposed of on their merits in conformity with legal liability developed by the investigation.

General Order No. 41 was issued for the specific purpose of eliminating unnecessary interline investigation, and to enable the carriers, to which claims are properly presented, to make prompt disposition of them without reference to other carriers; and all loss and damage freight claims should be handled accordingly.

With the above explanation of General Order No. 41, there should be few unsettled claims of a greater age than four months. Freight Claim Agents will immediately take inventory of all such claims with a view of giving them special attention and take like action on the first of each month hereafter.

Claims without merit may be presented and pressed for settlement. If the investigation of such claims discloses an intent to defraud, the Freight Claim Agent will promptly send a clear and complete statement of the facts to this section.

To get after the railroad claim agents with a sharp stick Mr. Howard desires shippers to send him a list of claims, giving both shipper's and carrier's claim number, on which payment has been unreasonably delayed and on which there is no dispute as to legal liability. His office promises to see that such claims are paid promptly.

THE MONTANA STATE hail insurance fund will be unable to meet 50 per cent of the claims for insurance by farmers this year, owing to widespread hail losses. Lately \$325,000 was paid pro rata to claimants, covering 40 per cent of the losses, and about \$25,000 more will be paid, when the funds will be exhausted, leaving about \$400,000 unpaid. The premium collected this year was 60 cents an acre and the liability \$12. Last year only 40 cents an acre was collected and all liabilities were met. There is no reserve fund.

Inspector Determines Samples Needed.

In connection with the apparent conflict between certain sections of Service and Regulatory Announcements No. 26 and 40, the Bureau of Markets recently received a request from a dealer for an opinion as to whether or not Circular No. 40 supersedes Circular No. 26 and whether inspectors may continue to use out-certificates on the basis of sampling for the inspection if the inspector desires to do so.

The bureau stated in reply that Service and Regulatory Announcement No. 40 does not supersede or in any way modify No. 26, No. 40 having been issued for the purpose of calling to the attention of grain dealers certain classes of violations of the grain standards Act which have come to the attention of the Bureau. It is described as defining in a general way the requirements imposed upon shippers by section 4 of the Act, particularly with reference to the "out" inspection of grain following the "in" inspection of the same grain in the same market.

It is stated in the letter that if the consignee of the first shipment knew at the time of its arrival that the corn was expected to move out on the afternoon of the same day in the second shipment, it would seem, as a matter of convenience to himself and the inspector that he should ask for both inspections at the same time. In such a case, if the Act and the rules and regulations thereunder be otherwise complied with, the inspector could make one sampling of the car suffice for both inspections and certificates.

For various reasons, however, it might not be practicable to ask for the "out" inspection certificate until after the "in" inspection certificate has been issued. Even then it does not follow that it would be necessary to resample the car. Some time must have elapsed between the sampling of the car and the issuance of the "in" inspection certificate. When it is proposed to move the grain out the same day, but little additional time will elapse before the "out" inspection certificate is desired. Ordinarily the inspector's responsibility would not be increased. It would seem then, under most conditions he should be satisfied with the sampling already done and should issue the "out" inspection certificate on the basis of the results already obtained without resampling.

It is thought by the Bureau that for such cases the inspector might materially reduce the fee charged for the "out" certificate to an amount almost nominal, but sufficient to cover the time and material required to issue the certificate.

It may be that there would be times—for example, during the spring of the year or when there is otherwise likelihood of rapid deterioration—that the inspector would feel that there was an added risk that he would not care to assume. In that case he should resample the car. It is necessary that he exercise reasonable discretion in the light of the existing conditions.

ARGENTINE SHIPMENTS of wheat are running 1,000,000 bus. per week in excess of those for the corresponding weeks a year ago. The Argentine is getting paid cash for this grain and is not loaning vast sums to miscellaneous European nations to enable them to buy, the low price being sufficient inducement. If necessary to move the crop the Argentine government will loan England and France \$240,000,000 on 2 years' time.

Grain Carriers

GRAIN SHIPMENTS by boat from Duluth and Superior this season up to Nov. 30 were 61,331,540 bus., three times last year's total.

THE PERMIT system has been discontinued, except on wheat; and all other grains may move freely. On Jan. 1 the question of reinstating the permit system will be considered.

THE FIRST concrete canal barge was launched recently at the Fort Edward shipyards on the Hudson River. In the spring it will be used in carrying grain from Buffalo. Its cost was \$35,000.

THE RECORD for the Duluth-Superior harbor and for the Great Lakes was broken Nov. 26 by the steamer Henry Ford when it took aboard a cargo of 480,000 bus. of wheat at Duluth for a lower lake port.

A SPUR TRACK controversy at Comstock, Neb., recently was adjusted by the Nebraska State Railroad Commission. The disagreement arose over the division of expense and the title to the track on the land owned by the elevator operator.

LAKE INSURANCE on grain advanced as usual at the close of the season. Nov. 30 the increase was from 45 cents to one per cent per \$1,000. Rates from Dec. 6 to 8 are 1¼ per cent, 9 to 10 inclusive are 1½ per cent, and Dec. 11 to 12 are 2 per cent.

SHIPMENTS of grain are being made regularly from St. Louis via the Mississippi River to New Orleans. The grain is transferred to ocean steamers for export to Europe. This establishes St. Louis as a port of embarkation for exports over an all water route.

LOADED grain cars moved during October were 33,148 cars, an increase of 4,596 or 15.9% over October, 1917. Loaded coal cars moved were 183,380, an increase of 24,461, or 15.5%. Total revenue freight loaded was 614,519 cars, a decrease of 7,611 cars, or 2.4%.

THE FIRST all water shipment of wheat from St. Louis to Europe in 25 years was made recently by the Marshall Hall Grain Co. It consisted of 1,500 tons of wheat loaded into Mississippi River barges at the Burlington Elevator, and was destined to France via New Orleans.

J. G. GOODWIN, former chief grain inspector for the Kansas City Board of Trade, has been appointed federal superintendent of elevators at Kansas City. As all public elevators at Kansas City are owned by railroads the Railroad Administration has jurisdiction over their operation.

THE LARGEST cargo of wheat ever cleared from Baltimore was taken aboard by the steamer Ixion at the Locust Point elevator of the B. & O. recently. It consisted of about 440,500 bus. and was consigned to Avonmouth, England. This is almost as large as cargoes carried on the Great Lakes.

STATION AGENTS to the number of 2,500 had their wages raised \$25 per month by an order of Director-General McAdoo, Nov. 23, effective Jan. 1. It was also provided that no agent shall receive less than \$70, for a month of 8 hours daily. Since the Federal government took control of the railroads the wage advances have been at the rate of \$700,000,000 per year.

WITH the largest grain cargo aboard on record, the steamer Francis E. House passed thru the locks of the Soo Canal Nov. 29, bound from Port Arthur to Tiffin, O., where she will serve as a storage vessel for the winter. The cargo consisted of 484,000 bus. of grain, and loaded the steamer to a draft of 20 feet 6 inches.

THE STEAMER D. G. Kerr cleared from Consolidated Elevator "D" at Duluth recently with 478,000 bus. of wheat. This grain was loaded in less than 10 hours. The record of 464,000 bus. made by the W. P. Snider, Jr., in 1913, was also broken by two other boats in the same week, the Ziesing taking 465,000 bus. and the Pargny 469,000 bus.

MEMBERS of the Toledo Produce Exchange have forwarded to A. H. Smith, regional director of railroads, a request asking return to the former method of issuing permits to receivers to be forwarded to shippers, or the abolition of the permit system entirely. The present system is said to be working a great hardship on grain dealers and millers.

ROBERT DOLLAR of California, one of the leading shipmasters of the world, recently suggested that as it is impossible to make the wages of foreign crews the same as those of American crews the difference in the wages be paid to American shipowners by the government as a subsidy to be disbursed to the crew on proper certification by the shipping commission of the amounts paid.

UNOFFICIAL announcement was made recently that suspension of the advance in the schedule of transfer and other charges made by Kansas City elevators Sept. 5 has been ordered by Commissioners Harlan and Prouty. The transfer fee would thus go back to ⅞¢ per bu. instead of 1¢, and excess fees collected since Sept. 5 would be refunded. Elevator owners are to be permitted to make a new schedule of rates of charges for minor service.

CONTRACTS for 500 locomotives have been awarded by the Railroad Administration to the American Locomotive Co. This, together with the order for 100 locomotives recently placed with the Lima Locomotive Works, involve expenditure of approximately \$40,000,000. The builders are to receive a profit of 6% of the cost, and the Railroad Administration is to be protected against any increase of the stipulated prices on account of wages or overhead expenses.

APPLICATION for permission to establish new rates on grain was made to the interstate commerce commission Dec. 7 by carriers operating in central freight ass'n territory. It is proposed to establish proportional or shipping rates on grain, grain products and grain by-products from Chicago, Peoria and St. Louis to Atlantic seaboard territory on traffic originating in trans-Mississippi river territory to restore the equalization of rates destroyed by the recent general increases.

EFFECTIVE Dec. 1, the charge made by the Erie Railroad for delivery of grain direct to ocean vessels berthed at the Erie Elevator, Jersey City, N. J., is ¾¢ per bu. on any parcel or cargo on which owners order bagging in excess of the bagging required by underwriters' rules. The charge on such bagged quantity will be 1¼¢ a bushel. For delivery from the date named the charge for storing grain will be 1¼¢ for first ten days, or part thereof, and 1¼¢ for each day thereafter. On export grain ten days' free storage will be allowed.

ONE-HALF RATES to the drouth district were considered at the Nov. 19 meeting of the Dallas Traffic Com'te, and to secure this rate for the small dealers by granting it to the grain dealer, it was suggested by the traffic officials that the representatives of the Texas Grain Dealers Ass'n submit a written brief, and this has been done.

TO REVIVE water transportation on the Mississippi River the Railroad Administration on Dec. 7 announced that joint rail and river rates will be established between points in the states of Minnesota, Wisconsin, Iowa, Illinois, and that part of Missouri north of the Missouri river on the one hand, and, on the other end, New Orleans and southern points will take the same rates.

FREIGHT TRAFFIC showed a steady decrease during November, the last week of the month being 6 to 30 per cent under the corresponding week of November, 1917. The big increase in live stock was offset by a falling off in general merchandise, coal and lumber traffic. The merchandise traffic of the Northwestern was 40 per cent less than a year ago, and grain was 22 per cent less.

AN ORDER of court temporarily restraining McAdoo from compelling the Toledo, St. Louis & Western R. R. Co. to accept 1,250 freight cars has been granted, and a hearing on the injunction will be held Dec. 16. The receiver of the road had requested the federal administration for the cars, but the stockholders think they can prove the cars are not needed and that the price is excessive.

EFFECTIVE DATES of the cancellation of the elevation allowance are B. & O. R. R., Dec. 16; C. & A. R. R., Dec. 12; C. & E. I. R. R., Dec. 12; C. & O. Ry., Jan. 9; C. C. & St. L. Ry., Dec. 12; C. I. & L. Ry., Dec. 30; C. T. H. & S. E. Ry., Dec. 12; E. J. & E. Ry., Jan. 1; Erie R. R., Jan. 1; Grand Trunk Ry., Dec. 18; Ill. Cent. R. R., Dec. 12; Mich. Cent. R. R., Jan. 1; New York Cent. R. R., Jan. 1; N. Y. C. & St. L. R. R., Dec. 15; Penna. R. R., Dec. 15; P. C. C. & St. L. R. R., Dec. 15; Pere Marquette Ry., Jan. 1; Wabash Ry., Dec. 15. The Western roads generally cancelled the Elevation allowance effective Dec. 12.—J. S. Brown, manager transportation department, Chicago Board of Trade.

Government Ownership Paralyzes Enterprise.

T. DeWitt Cuyler, chairman of the railroad executives advisory com'te, called a meeting at New York recently at which railroad executives representing more than 90 per cent of the mileage of the country were present, and at which a resolution was adopted characterizing government ownership as "Not conducive to the highest economic efficiency," and declaring that private initiative, enterprise and responsibility in creation, extension, improvement and operation should, as a matter of national policy, be fostered and preserved."

Mr. Cuyler said the railroads do not wish or expect to escape adequate, responsible public regulations, but look forward to a relation between rates, wages and dividends which will stimulate business, adequately reward labor and attract the volume of new capital needed for expansion.

THE Great Western Distillery, at Peoria, Ill., one of the largest in the world, closed Nov. 29.

The President and Railroad Control

To shippers, businessmen and the sane portion of the public the address by President Wilson to Congress Dec. 2 is most welcome as marking a turning point in the policy of the Washington administration. For several years past a socialistic coterie of federal bureaucrats has assiduously sought to thrust an undesired paternalistic and federal control upon the activities of the people and to stifle private enterprise.

Seizure of the ocean cables by the post-office department after justification for such action no longer existed is probably the last act of bad faith that may be expected from the socialistic element.

The President's address on railroad control follows, in full:

The question which causes me the greatest concern is the question of the policy to be adopted toward the railroads. I frankly turn to you for counsel upon it. I have no confident judgment of my own. I don't see how any thoughtful man can have who knows anything of the complexity of the problem. It is a problem which must be studied, studied immediately and studied without bias or prejudice.

Nothing can be gained by becoming partisans of any particular plan of settlement.

It was necessary that the administration of the railways should be taken over by the government so long as the war lasted. It would have been impossible otherwise to establish and carry through under a simple direction the necessary priorities of shipment. It would have been impossible otherwise to combine maximum production at the factories and mines and farms with the maximum possible car supply to take the products to the ports and markets; impossible to route troop shipments and freight shipments without regard to the advantage or disadvantage of the roads employed; impossible to subordinate, when necessary, the questions of convenience to the public necessity; impossible to give the necessary financial support to those roads from the public treasury. But all these necessities have been now served, and the question is what is best for the railroads and for the public in the future.

Exceptional circumstances and exceptional methods of administration were not needed to convince us that the railroads were not equal to the immense tasks of transportation imposed upon them by the rapid and continuous development of the industries of the country. We knew that already. And we knew they were unequal to it partly because their full co-operation was rendered impossible by law and their competition made obligatory, so that it has been impossible to assign to them severally the traffic which could best be carried by their respective lines in the interest of expedition and national economy.

We may hope, I believe, for the normal conclusion of the war by treaty by the time spring has come. The twenty-one months to which the present control of railroads is limited after formal proclamation of peace has been made will run at the farthest, I take it for granted, only to the January of 1921. The full equipment of the railways, which the federal administration had planned, could not be completed within any such period.

The present law does not permit the use of the revenues of the several roads for the execution of such plans except by formal contract with their directors, some of whom will consent while some will not, and therefore does not afford sufficient authority to undertake improvements upon the scale upon which it would be necessary. Every approach to this difficult subject-matter of decision brings us face to face, therefore, with the unanswered question:

What is it right that we should do with the railroads, in the interest of the public and in fairness to their owners?

Let me say at once that I have no answer ready. The only thing that is perfectly clear to me is that it is not fair either to the public or to the owners of the railroads to leave the question unanswered, and that it will presently become my duty to relinquish control of the roads, even before the expiration of the statutory period, unless there should appear some clear prospect in the meantime of a legislative solution. Their release would at least produce one element

of a solution, namely, certainty and a quick stimulation of private initiative.

I believe that it will be serviceable for me to set forth as explicitly as possible the alternative courses that lie open to our choice. We can simply release the roads and go back to the old conditions of private management, unrestricted competition and multiform regulation by both state and federal authorities; or we can go to the opposite aim and establish complete control, accomplished, if necessary, by actual government ownership; or we can adopt an intermediate course of modified private control, under a more unified and affirmative public regulation and under such alteration of the law as will permit wasteful competition to be avoided and considerable degree of unification of administration to be effected, as, for example, by regional corporations under which the railways of definable areas will be in effect combined in single systems.

The one conclusion I am ready to state with confidence is that it would be disservice alike to the country and to the owners of the railroads to return to the old conditions unmodified. Those are conditions of restraint without development. There is nothing affirmative or helpful about them. What the country chiefly needs is that all its means of transportation should be developed, its railways, its waterways, its highways and its country-side roads. Some new element of policy, therefore, is absolutely necessary—necessary for the service of the public, necessary for the release of credit to those who are administering the railroads, necessary for the protection of their security holders. The old policy may be changed much or little, but surely it cannot wisely be left as it was.

I hope that the Congress will have a complete and impartial study of the whole problem instituted at once and prosecuted as rapidly as possible. I stand ready and anxious to release the roads from the present control, and I must do so at a very early date if by waiting until the statutory limit of time is reached I shall be merely prolonging the period of doubt and uncertainty which is hurtful to every interest concerned.

Presentation of Overcharge Claims.

In instructions to railroad companies the U. S. Railroad Administration recently prescribed rules for handling overcharge claims, from which we take the following:

When the amount of overcharge is determined after collection of charges, refund shall be made on presentation of original freight receipt, and the amount of such refund shall be indorsed on such receipt.

Normal claims for overcharge presented by claimants shall be supported by the original paid freight receipt, and if claim is based on weight, misrouting, valuation, etc., by all other obtainable documents or particulars. If the original paid freight receipt cannot be presented claimant's indemnity bond may be required. If overcharge is based on the rate clear reference shall be shown to the tariff or base in which the rate claimed is published. Such formal claims shall be presented, and adjusted by, either the initial or the destination carrier. If claims are presented to intermediate carriers they shall be immediately transmitted to one of those named.

Claims for overcharges which cannot be refunded by agents shall be promptly forwarded to the proper officer having jurisdiction. Such officer, upon receipt of such claims, properly supported, shall take immediate steps, consistent with accuracy, to determine the correct charge applicable. If the amount claimed be found correct, or if any overcharge in any amount be found, such amount shall be promptly refunded, and any difference between the amount claimed and the amount refunded clearly explained to the claimant. If the claim be wholly invalid, the claimant shall be notified promptly.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

C. I. & L. in Sup. 1 to 6598 cancels 6598, account no allowance to be made for the transfer of grain, effective Dec. 30.

C. I. & L. in Sup. 37 to 933-F gives general rules regarding the absorption of connecting lines' switching charges, effective Dec. 20.

C. & E. I. in Sup. 6 to 622-D names rates on grain and grain products from stations on its line to points in U. S. and Canada, effective Dec. 12.

C. M. & St. P. in Sup. 3 to 13634-A names rates on grain and grain products from stations in Illinois and Iowa to eastern seaboard and Canadian points, effective Dec. 20.

A. T. & S. F. and associated lines in Sup. 62 to 5588-J cancels item 6-D of tariff giving elevation allowance, account elevation allowance discontinued. Also gives minimum weights, effective Dec. 14.

Western Trunk Lines in Sup. 7 to Circular 1-N give rules, regulations and exceptions to classifications, effective Jan. 15. Certain changes are made in the rules relating to transportation of grain, grain products and grain by-products.

A. T. & S. F. in Sup. 12 to 7349-C names rate on grain and grain products between stations on its line and connecting lines in Missouri, Nebraska, Texas, Colorado, Oklahoma and Louisiana and stations on N. M. Cent. Ry., effective Dec. 23.

C. I. & L. in 7818 cancels 4755-A and 4058-A and names rates on grain and grain products from Chicago, Englewood, Hege-wisch, Pullman Jct. and South Deering, Ill., and Hammond, Ind., to Baltimore, Boston, Buffalo, New York, Philadelphia, Pittsburgh and other points in the eastern states and Canada shown in tariff and in rate bases, billing instructions or guide books of fast freight lines shown in tariff, effective Dec. 1.

A. T. & S. F. and associated lines in Sup. 25 to 6498-G gives rates and application of rates on grain, grain products, hay, broom corn, alfalfa meal, etc., between points on those lines in Illinois, Kansas, Colorado, Oklahoma, Louisiana, New Mexico and Texas, also Kansas City, Mo.-Kan., St. Joseph and Joplin, Mo., and Superior, Neb., and points in New Mexico and Texas on the A. T. & S. F., P. B. I. O., and P. & S. F., also to Texas City, Tex., on Texas City Terminal Co., effective Dec. 23.

C. & E. I. in Sup. 6 to 622-D gives local, joint and proportional rates on grain and grain products, corn cobs, broom corn and seeds from stations on its lines to points in Alabama, Arkansas, Connecticut, Delaware, Illinois, Iowa, Indiana, Kentucky, Louisiana, Maine, Massachusetts, Missouri, Ohio, Pennsylvania, Tennessee, Wisconsin and Canada, effective Dec. 12. In Sup. 7 to the same tariff, effective Dec. 19, are quoted rates that are departures from the terms of the amended fourth section of the Interstate Commerce Act, from Indiana points to Louisville, Owensboro, Cincinnati, New Albany and Jeffersonville, Ind., and Cairo, Ill.

A HIGH PRICED PROGRAM in the light of an increased labor supply with its attendant discomfort is an unthinkable proposition. Very soon capable analysis will reduce the famine bugaboo to a figment of the imagination and we will return again to economic sanity where water is not continually pumped up hill, and where the inexorable laws of supply and demand are not checked by adventitious aid.—Ichtertz & Watson.

Supply Trade

PEORIA, ILL.—The Ideal Grain Weigher Co. has increased its capital stock from \$100,000 to \$300,000.

THE PRICE of lead was reduced 1c per lb. Dec. 1 by the price fixing com'te of the War Industries Board. East St. Louis is now quoted at 6.75c and New York at 7.05c per lb.

FORT WORTH, TEX.—B. J. Carrico, an elevator and mill builder, died Nov. 19, his death being caused by a final stroke of paralysis, from which he had been a sufferer for some time.

ALLOCATION of steel by the War Industries Board was discontinued Dec. 1 and purchases now deal directly with the industry. Price fixing by the government will be discontinued Jan. 1.

MINNEAPOLIS, MINN.—The shell casing plant of the Minneapolis Steel & Machinery Co. burned Dec. 1. Loss estimated at \$500,000 was caused, and 1,500 men were thrown out of employment temporarily.

FIGURES compiled by the mercantile agencies of Bradstreet and Dunn show that only 16% of business failures are among advertisers, while 84% of all business failures are among firms who do not advertise.—*Business Chat*.

CHICAGO, ILL.—W. F. Singer, formerly manager of the Cleveland, O., branch of Fairbanks, Morse & Co., and whose affiliation with the organization covers a period of many years, has recently been appointed manager of the Chicago branch.

THE WAR has taught the manufacturers and business men of Britain that advertising is not only the least expensive way to sell goods, but that it also has the far more important function of good will—a good will whose benefits, especially in critical times, can hardly be measured.—*Val Fisher, London publisher*.

NEW YORK, N. Y.—The Crescent Belt Fastener Co. has recently issued a 24-page booklet entitled "Gone Again" which treats the serious subject of belt joining in a humorous way. Readers of the Journal may obtain a copy, together with other technical and practical information, by making a request to the company.

BERNARD M. BARUCH has resigned as chairman of the War Industries Board, effective Jan. 1, and in accepting his resignation President Wilson agreed that the Board shall cease to exist as a government agency on that date. Mr. Baruch gave as his reason for resigning the fact that with the signing of the armistice and the consequent cancellation of contracts there was no longer a shortage of materials, and the war industries board immediately removed its curtailments.

PRICES for pig tin were fixed Dec. 3 by the price fixing com'te of the War Industries Board. To consumers, jobbers and dealers the price is 72½c per lb. f. o. b. Chicago and eastern points, and 71¼c at Pacific Coast points. American dealers had charged that they were put at a disadvantage by conflicting prices, and the difficulty of getting allotments from the interallied tin executive. Straits Settlement and Australian tin, it was said, were the only kinds allocated to the United States.

WASHINGTON, D. C.—In completing its draft of the revenue bill Nov. 29 the finance com'te of the house adopted an amendment establishing new second class postal rates, effective when the bill becomes a law, and also an amendment for restoration on July 1, 1919, of the 2c an ounce rate on letters and 1c rate on postcards.

CHICAGO, ILL.—Book No. 353, entitled "Economic Handling of Coal and Ashes and Reserve Coal Storage" has recently been issued by the Link-Belt Co. It is an exhaustive treatise on the subjects named in the title, and contains much information of value to those whose business requires the handling of coal and ashes and the storing of reserve coal. A copy will be sent to Journal readers who write to the company requesting it.

RECENTLY the United States Supreme Court ruled that GOODWILL SHOULD BE REGARDED AS VALUABLE PROPERTY. Goodwill is valuable to any company merchandising food products, but it is far more valuable to a grain firm selling almost nothing but service.* A reputation for ability to withstand trying financial and trade conditions is a part of the firm's goodwill. The grain firm that withdraws its advertising at the first sign of an approaching storm creates automatically an impression of weakness. On the other hand the grain firm that continues its advertising thru the period of unstable trade conditions radiates an impression of strength, and promotes confidence in itself. It drives another pile in the Goodwill foundation of its business. Goodwill is insurance against dull days.

THE SIGNING of the armistice having made possible the alteration of many of the regulations governing the exportation of certain commodities, the War Trade Board announced Nov. 22 that the rules are being revised, and that the conservation list will be materially abbreviated. Many export licenses which heretofore have been refused for reasons of conservation may now be granted. Exporters are requested to state on their applications whether the licenses are required for business actually in hand, together with the dates of their orders. Tonnage is declared still to be the controlling factor, and it is said that it may become necessary to place restrictions on the exportation of bulky materials by reason of the scarcity of ships available. Attention is called to the fact that the trading with the enemy Act still remains in force.

EACH DAY that labor is unemployed there is an economic loss to the community. Every man not employed is either a public charge or an idle producing unit. Improvements made now, at what may seem very high prices, will prove cheaper than the support by donation, taxation and otherwise of a large idle class while awaiting lower prices. In the case of public improvements, it may be said that even if the public pays a greater price for them, it prevents the economic loss due to idle man power. If, to prevent unemployment, the army is demobilized slowly, the public pays for the maintenance of the soldiers. It would be better to demobilize as promptly as the military situation permits, increasing the amount of work to such an extent as to prevent unemployment. Such a course would mean permanent and substantial returns for the money spent, whereas the maintenance of men in camp after the military necessity ceases is a dead loss.

ST. LOUIS, MO.—The Walter A. Zelnicker Supply Co. has announced the appointment of Joseph Meyerson as sec'y to the president. Mr. Meyerson was for 10 years with the Southwestern Tariff Bureau. Mr. Kottsieper, formerly with the St. Louis Screw Co., has joined the traveling force of the Walter A. Zelnicker Supply Co., and will make southwestern territory.

REMOVALS from and modifications of the export conservation list were announced by the War Trade Board Nov. 27. Numerous items are contained in the list of changes. Among the removals are listed babbitt metal; car seals made of tin; many other articles of tin; iron and steel bars; fabricated structural steel, iron and steel; articles manufactured from rubber; chemical compounds of copper; and disulphide of carbon. Modifications are made in the rules regarding iron and steel plates, rails and splice bars and shapes; and hemp, manila fiber and vegetable fibers and products manufactured therefrom, including rope and binder twine. The effect of the modifications concerning hemp, manila fiber and vegetable fibers will be to remove from the conservation list the products manufactured from hemp and manila.

Export Steel Combine Planned.

For the purpose of enabling independent steel producers to market their steel abroad with the same facility enjoyed now by the United States Steel Corporation, the Independent Steel Producers Corporation, a \$10,000,000 export concern representing 28 producers is to be launched soon, it was announced recently.

A single selling agency will be utilized and price agreements in foreign markets will be made. Warehouses are to be built throughout the world and possibly carrying ships will be constructed.

The Webb-Pomerene act, passed last winter, makes possible this combination by nullifying the provisions of the anti-trust laws so far as foreign trade is concerned. The domestic operations of the independents will not be affected by the movement.

It is estimated the twenty-eight companies can produce 20,000,000 tons of steel a year.

Grain exporters may gain much foreign trade by combining in the same way.

THE WHEAT CROP of India is officially reported as 10,174,000 tons, against 10,234,000 tons for the preceding season.

THIS year's yield of Spanish ergot of rye will not exceed 5 or 6 tons, mostly of poor quality. That of 1917 was 30 tons. Prices have almost doubled in consequence and good quality ergot at the end of September was worth 10 pesetas (par value of peseta is \$0.193) per kilo or about \$1.18 per pound at the prevailing rate of exchange. Ergot of rye is a mushroom growth on the ear of certain rye plants that are grown in the Provinces of Orense and Lugo, Spain. It is black and shaped like a horn, hence the Spanish name *Cornizuela*. It varies in length from one-fourth to a full inch. It is cut from the ear before the rye is harvested and kept in aerated stores for drying. It is employed in the manufacture of ergotine, and for this purpose was exported to Germany before the war. Of late the greater part of the local yield has gone to Great Britain and the United States.—U. S. Consul Edward I. Nathan, Vigo, Spain.

Construction of Grain Elevators in South Africa.

The report of the com'te appointed to consider the question of establishing grain elevators in South Africa has been submitted to the South African Government. Details of the report are voluminous, but the following extract submitted by Consul General George H. Murphy, at Cape Town, covers some of the main points:

For many years past the interests concerned in South Africa have urged the adoption of the elevator system, and in 1911, the late Sir Thomas Price, K. C. M. G., recommended that elevators be erected in South Africa.

It is demonstrated that under anticipated post-war conditions, and taking a conservative estimate of certain savings which can be definitely located, there should result from the elevator system—when it became fully established and the industry had been adapted to the bulk system—a direct financial saving to South Africa of at least £500,000 per annum, after paying interest, depreciation, repairs, and cost of operation of the elevator system. In calculating the above savings, no charge has been made against the present system for interest, depreciation and repairs for railway, harbor and private sheds and stores used for grain, whereas the elevator costs include those items. The above estimates do not include the following material advantages, which cannot accurately be expressed in figures: (1) Savings to railways and harbors through more rapid handling and movement of grain traffic; avoidance of congestion and of detention of trucks, etc. (2) Savings to railways and harbors through economy of space, lesser expense for harbor land, sheds, wharves, channels, etc., and through costly harbor extensions being avoided. (3) Pooling of maize for rail transport. (4) Advantage of negotiable certificates, which will facilitate trade and reduce cost of marketing. (5) Impetus to increased production resulting from improved storage and transport facilities, better returns received by the farmer, and more stable market conditions. (6) Release of labor for productive work. (7) Elimination of disputes re weights and grades.

For reasons given the committee is of opinion that a material increase in the maize production of South Africa may be expected in the near future.

Location and Capacity of Elevators.—The com'te recommends that elevators of the capacities shown below be erected at the earliest possible time at the undermentioned places:

Port elevators: Durban, 300,000; East London, 200,000; Cape Town, 200,000; total 700,000.

Country elevators: Reitz, 60,000; Ventersburg Road, 10,000; Kopjes, 20,000; Picketsburg, 20,000; Clocolan, 20,000; Westminster, 15,000; Heilbron, 60,000; Verfontein, 15,000; Loyal (or Steynsrust), 15,000; Senekal, 25,000; Bethlehem, 30,000; Potchefstroom, 20,000; Maquassi, 10,000; Ventersdorp, 20,000; Coligny, 15,000; Koster, 10,000; Delmar, 10,000; Devon, 15,000; Frankfort, 60,000; Kroonstad, 30,000; Fouriesburg, 10,000; Guntree, 10,000; Marseilles, 15,000; Coalbrook, 10,000; Rendezvous, 15,000; Bothaville, 25,000; Lindley Road, 20,000; Kaallaagte, 15,000; Harrismith, 10,000; Klerksdorp, 25,000; Leeuwdoorns, 10,000; Makokskraal, 10,000; Vermas, 15,000; Middleburg, 20,000; Oogies, 10,000; Leslie, 20,000; Kinross, 30,000; Bethal, 60,000; Krantzpoort, 15,000; Greylingstad, 10,000; Cedar-mont, 10,000; Standerton, 10,000; Vrede, 20,000; Estcourt, 10,000; Porterville Road, 10,000; Malmesbury, 10,000; Piquetburg, 15,000; Rietpool, 10,000; Caledon, 20,000; Trichardt, 15,000; Davel, 10,000; Balfour, 40,000; Val, 15,000; Holmdene, 10,000; Ascent, 10,000; Winterton, 10,000; Donnybrook, 10,000; Kalabas Kraal, 15,000; Moorreesburg, 20,000; Klipdale, 30,000; Krige, 10,000; Johannesburg, 20,000 bags. Total country elevators, 1,165,000 bags. Grand total, port and country elevators, 1,865,000 bags, to cost £956,000.

Financial Saving.—It will be observed that the direct financial savings to South Africa, after paying interest, etc., and cost of operation of the elevator system, are estimated at not less than £500,000 per annum, so that they should in two years amount to more than the total capital cost of the elevators.

More than three-quarters of the total capital expenditures involved would be disbursed in South Africa.

It is not certain that the total costs of

erecting elevators would be lower after the war than at the present time; but even if they were, any savings in initial costs which might be gained by postponing erection until after the war would be less than the loss which would be sustained in a month or so by a continuance of the present system.

It is estimated that the total annual costs for interest, depreciation, repairs and costs of operation of elevators should not exceed: Port elevators, 2d. per 200 pounds; country elevators, 3d. per 200 pounds; general administration and contingencies, 1d. per 200 pounds; total for two elevators, 6d. per 200 pounds.

Details of the tariffs recommended by the com'te are given in the report. They amount to 4d. per 200 pounds if only one elevator is used and to 5d. per 200 pounds for grain for export (6d. per 200 pounds for grain for local consumption) if two elevators are used. For grain railed in bulk to an elevator from a station at which there is no elevator, the tariff recommended is 3d. per 200 pounds. These charges are for the following services: Receiving grain into and discharging from elevators (port and inland), grading, cleaning, 15 days' storage in each elevator, insurance against all risks (including loss of weight), and issue of negotiable warehouse receipt. The storage charges recommended are at the rate of 2d. per 200 pounds per month from July to September, inclusive, and 1d. per 200 pounds per month from October to June, inclusive. It is recommended that the elevator system should be self-supporting financially, but that no profits should be made out of the tariffs levied for use of the elevator system.

Every facility will be extended by the shipping companies for the conveyance of maize from South Africa in bulk.

It is recommended that the elevator system should be owned by the Government and operated by the Administration of Railways and Harbors.

Time Required for Completion of Project.—Steps which the committee recommended should be taken by the Government. It is necessary to emphasize that the port elevators would not be ready for use until about 15 months had elapsed from commencement of work—6 months for preparation of foundations and 9 months for erection of the elevators, including storage bins, machinery, etc. An investigation on the spot by a consulting engineer to decide details of design, sites, etc., would occupy several months. Two months would probably elapse from the time a European or American consulting engineer was selected until he actually commenced work in South Africa. Some time would be absorbed in arranging the details of erection. It is therefore evident that the port elevators would not be available for use until at least one and one-half years later, if the Government decided to provide elevators. If, therefore, the elevators are to be available for the 1920 crop, it will be necessary for an early decision to be come to on this question, and thereafter for prompt action to be taken by all concerned. The committee accordingly recommends: (1) That, assuming the Government decides to provide elevators, a cable be sent with a view to a first-class consulting engineer, with special experience of elevator construction, being engaged to investigate South African conditions on the spot and to advise the Government as to details of design, sites, etc., and draw up specifications; (2) that in view of the far-reaching changes involved, the work of drawing up the details of organization be put in hand at any early date.

THE LA FOLLETTE act is a high-wage law and has, therefore, been a burning question. It seems inevitable that all discussions of American shipping must begin with a debate about a coolie and a bowl of rice, and in many cases never get any further. Read shipping testimony before Congress and this problem of wages dominates. Talk with shipping men and you will find it is ever-present in their thoughts. It may be that they are right—that in the future, after we have made practical efforts to operate American ships with American crews, paid American wages and living under American standards, we shall need cheaper labor to hold our own in competition.—Chairman Hurley of the Shipping Board.

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WHEAT EXPORTS from India have been prohibited, as the prospects for the coming crop are not so good as the past two.

Prizes Awarded in C. M. A. Contest.

The Patriotic Honor Roll and Pledge Contest held under the direction of the Community Millers Ass'n has closed and the 3 prizes offered have been awarded the winning contestants.

The gold medal offered to the miller who obtained pledges for the greatest increase in wheat acreage for 1919 was won by E. Y. Ogilvie, of La Kemp, Okla.; the silver medal for pledges showing the next greatest increase, by C. L. Green, of Winters, Tex.; and the bronze medal for pledges for the third greatest increase, by J. F. Bieber, Herrick, Ill.

In addition to the medals offered by the Ass'n, Mr. L. Freeman Little, pres. of the Anglo-American Mill Co., presented to the winner of the first prize an American Midget Marvel Mill of 50-bbls. capacity, finished in gold; to the winner of the second prize a mill of 25-bbls. capacity, finished in silver; and to the winner of the third prize a 15-bbl. mill, finished in bronze.

The millers who took part in the contest obtained from farmers pledges to plant an increase of 1,712,614 acres of wheat for the 1919 crop. On the hundreds of pledges that came in, there was an average of 45.2 men per pledge who agreed to seed new acres of wheat. Of that number nearly 40,000 are new planters this year. A large majority of these new planters are located in Oklahoma, Arkansas, Texas, Tennessee and Georgia. Nearly every state in the union is represented in the pledge.

Supreme Court Decisions

Contract to Grow Seed.—A contract to raise and deliver all the melon seed grown in a certain year on certain land to be selected by defendant, whereby plaintiff was to loan certain sacks and furnish seed, and was to pay 10 cents per pound for seed grown suitable for seedsman's use, was one for work and labor, as distinguished from a sale.—*Gilbert v. Copeland*. Court of Appeals of Georgia. 97 S. E. 251.

Carrier's Liability.—Under U. S. Comp. St. 1916, § 8604a, a B/L stipulating against liability for the carrier's negligence is invalid and without effect if the transaction is interstate in character. In an action for damage to sweet potatoes in shipment, the burden is on the carrier to exculpate itself from liability for the damage, because it has the best opportunity of knowing and proving how the injury occurred. In an action against a carrier for damage to goods in transit, plaintiff has the burden of proving that the negligence of the carrier was the proximate cause of the injury.—*Bivens Bros. v. Atlantic Coast Line R. Co.* Supreme Court of North Carolina. 97 S. E. 215.

Confirmation.—Where seller's offer of cotton yarns 20's was complete and understood by both parties, and the buyer wired, "Accept offer. Make it twenty-five thousand if can make sixteens and eighteens," the acceptance was complete, and not qualified by the inquiry about different goods, although the telegram was not punctuated when received. Where offer to sell and acceptance were completed by telegraph, that a custom to follow the telegraphic acceptance with a confirmatory letter, as a precaution against mistake in transmission, was not followed, is immaterial where the terms of the contract are not in dispute.—*Wilkins v. Vass Cotton Mills*. Supreme Court of North Carolina. 97 S. E. 151.

Milling in Transit Rates.—Milling in transit is not an unusual privilege granted by railroads to their patrons, and it is not unusual or unjust to impose such an obligation upon railroads; provided that the rates are compensatory for the additional burden placed upon them. The obligation of milling in transit cannot be contested by any other person than the railroads upon which it is placed. The presumption is that Railroad Commission acted justly as to all parties concerned in adopting a milling in transit and a rate order, and courts will not interfere without clear evidence that a party's legal rights have been invaded, or that rate is unreasonable, discriminatory, or extortionate.—*Empire Rice Milling Co. v. Railroad Commission of Louisiana*. 79 S. 833.

Seed Lien.—Plaintiff brought an action in conversion against defendant to recover the value of a certain quantity of wheat upon which plaintiff claimed a seed lien under sections 6851, 6852, Comp. Laws 1913. Held, in order for plaintiff to recover he must show the grain in question was produced from the seed or part of the seed so furnished by him. The verdict of the jury was in defendant's favor. It necessarily follows plaintiff failed to prove the grain in question was produced from the seed or part of the seed furnished for which lien is claimed. In action in conversion for value of certain wheat on which plaintiff claimed a seed lien under C. L. 1913, §§ 6851, 6852, he had burden of establishing his cause of action by a fair preponderance of the evidence, not necessarily depending on the number of witnesses, but on weight and credibility of testimony. — *Stiehman v. Guthrie Farmers Elevator Co.* Supreme Court of North Dakota. 169 N. W. 318.

Type Sample Not Actual Sample.

Mueller & Young Grain Co., Chicago, Ill., plaintiffs, v. Edgar-Morgan Co., Memphis, Tenn., defendants, before Elmer Hutchinson, Jno. S. Green and F. E. Barker, Arbitration Com'te No. 2 of the Grain Dealers National Ass'n.

In this case the defendants refused one car of corn out of the shipment of six sales of corn including 4 capacity cars and 40,000 bushels, from February 15, 1918, to March 1, 1918, which car was sold "For whom it might concern" with a loss shown of \$832.76, and the defendants make a counter claim of \$2,227.75 against the plaintiffs on the contents of nine cars of the corn of 623,770 lbs. at 20 cents a bushel, claiming that the corn was not of a quality that they bought, but that to save any sacrifice in having these cars thrown on the market they accepted these cars under protest, and ask for an award at the hands of the arbitration com'te.

The evidence shows that all of these sales were made through E. W. Wyatt, a broker at Memphis, Tenn., and at the time of making the sales the broker exhibited to the defendants a "type sample" of the corn, and his evidence is conclusive that he explained to the defendants and various other buyers that said sample was not an actual sample of the corn to be shipped but was only a "type sample" and was to show about what the corn would be, and further than this there is no disagreement about the terms of the contract, and the following is one of the confirmations of the plaintiffs, all of which are the same except as to price and times of shipment.

We confirm sale to you today by E. W. Wyatt as follows: 5,000 bushels Y corn K. D. 15.5% at \$1.76 per bushel of 56 lbs. delivered Memphis, first half March shipment. Sight draft with documents. Shipping directions: Memphis, Tenn. "Not subject to delay account car shortage or embargoes."

All of this corn was shipped within contract time, and the plaintiffs attached "Chicago official" inspection certificates showing each car to be graded either "Six (6) Yellow Corn" with the moisture shown, or "Yellow Corn Kiln Dried," and moisture given, or "Corn, Kiln Dried," and the moisture given, all of which moisture contents were within the contract guaranty. All of this corn arrived at Memphis and was graded there by the regular licensed inspector from Mar. 11 to May 4, and the first arrivals were entirely satisfactory to the defendants, but the later arrivals were inspected "Heating, Damaged and Musty."

Car 526498 was inspected at Chicago, on April 18, 1918, by the Official Sampling Department, of the Board of Trade, and shows "Corn Kiln Dried, Moisture 15.20%," also on Apr. 19, 1918, the same car was inspected at Chicago, by the Official Inspection Department of the State of Illinois, and shows "Sample Grade Yellow Corn, Moisture 15.50%, Kiln Dried," and on arrival at Memphis was inspected there on Apr. 23, 1918, by the Official Inspection Department, as "Shelled Corn, Sample Yellow Corn, Heat Damaged and Musty, Moisture 15.50%." The defendants refused this car except at a discount of 20 cents per bushel from contract price, which plaintiffs refused to allow, and plaintiffs ordered same sold "For whom it might concern" with the noted loss of \$832.76.

The defendants introduce a mass of evidence to show the condition of the corn on its arrival at Memphis, and show letters and statements from the broker to the effect that much of the corn was in a very bad condition in the cars arriving during the latter part of April, and in their correspondence with the plaintiffs they kept stating that they felt that they were not getting as good a grade of corn as they were expecting, especially in the late arrivals but that they would pay the drafts and handle the corn and ask for arbitration as to the amount they felt they were entitled to.

In the pleadings of the defendants they sum the whole situation up in two questions so far as the arbitration com'te is concerned, as follows:

"There seem to be two main points in this controversy, viz: First, was this corn purchased on sample or type? Second, was the corn shipped of equal grade to sample or type and if not, what are the governing factors in determining this point?"

From all of the evidence submitted it is clear to the com'te that this corn was only sold as per the terms of the contract as shown by the written confirmation, and the sample that was submitted by the broker, E. W. Wyatt, was only a "type sample" and this sample was only intended to show the general character of the corn, and was not to be considered as a sample

that defendants should expect the plaintiffs to duplicate in carlots, and in answer to the first question above we would say that this corn was not sold by sample or type.

The answer to the second question is covered in the answer to the first.

The evidence conclusively shows that the corn was shipped fully in accordance with the terms of the contract, both as to quality and as to time of shipment, therefore we would find for the plaintiffs and order the Edgar-Morgan Co. to pay the Mueller & Young Grain Co. the sum of \$832.76 and the costs of arbitration.

Case No. 462.—Note:

We would say, however, that upon our first consideration of this case the com'te decided, that, inasmuch as the evidence was conclusive that the Edgar-Morgan Co. had suffered a heavy loss in receiving this corn and had acted in such a clean and broad minded spirit in their efforts to persuade the shippers to either ship a higher grade of corn or to help them out in the matter of discounts on a part of these shipments, we would ask the secretary to write each litigant and ask them to withdraw their respective claims. This we felt would be in order from a business standpoint, for future business relations between these litigants, as we were convinced that this was a case of honest difference of opinion on the part of both. However, the Edgar-Morgan Co. refused to withdraw their claim and the Mueller & Young Grain Co. offered to accept the sum of \$500 in full settlement against the defendants.

From the fact that our request was not acted on favorably by both litigants, we feel that it is our duty to decide the case purely upon the evidence as introduced and disregard the offer of compromise by the plaintiffs.

THE TAYLOR & BOURNIQUE Co., of Milwaukee, Wis., is sending its friends a timely map of Europe showing the boundaries of the different nationalities that are affected by the coming peace agreement.

A BOOTH at the International Live Stock Exposition held at Chicago Nov. 30 to Dec. 7 was fitted up by the Bureau of Markets to represent the laboratory of a grain inspection dept. A moisture tester, grain sampler, a probe, testing apparatus, scales, and the various devices used by samplers and inspectors were on exhibition. There were also type samples of the various classes and grades of wheat and corn. One interesting feature was a series of bottles, one of which contained a half bushel of corn, and each of the others the quantity of water contained in a half bushel of corn at various percentages of moisture. The booth was in charge of Ralph H. Brown, federal grain supervisor.

The Zone Postal Rates.

The increased cost of handling second class mail under the zone postal law more than offsets the increased revenue received by the P. O. dept. The expense to the publisher of preparing mail for the different zones is greatly increased without benefiting anyone, but it does delay the delivery of second class mail and works another discrimination against readers in the distant zones. A flat rate of postage for newspapers, magazines and trade journals to all parts of the country would place all citizens on the same footing.

If the federal government is interested in the progress of all its citizens, then it should not penalize those who live farthest from publication centers by placing an extra tax on printed information sent them at regular intervals. If all citizens are encouraged to read the best publications, all will become possessed of later and more reliable information, higher ideals and better ambitions.

The zone system of postal rates smacks too much of Prussianism.

Railway Rates Problem.

The proposal of the Railroad Administration tentatively to establish new scales of class rates in five zones thruout the west and south, the scales to be based largely on mileage, cost of transportation and density of traffic, is receiving considerable attention from the shipping public and state railway commissioners.

Advantages of the system as set forth by the Railroad Administration are that it would give all shippers practically the same rates for given distances, regardless of whether their places of business are situated at points served by several roads competing for traffic with the lure of special rates; that it would promote hauling by the shortest route, since charges in general would be based on mileage; that it would permit free operation of commercial competition, now often restricted by state barriers, particularly in the southern states, and that it would simplify the calculation of charges.

Objections are expected from many state commissions whose rate making powers would be limited by the action; from shippers who would find the readjustments would raise their rates; from producers who might discover that relations of their rates to those of competitors would be changed to their disadvantage and possibly from some railroads who fear the promotion of short hauling would reduce their traffic when they are restored to private management.

A similar scheme of rates is now being worked out for the territory east of the Mississippi and north of the Ohio and Potomac Rivers, and it is expected that it will be announced shortly. Outlines of the scales have been sent to the Interstate Commerce Commission, to state

commissions and commercial organizations for study and criticism.

The new scales apply only to class rates, as distinguished from commodity rates. Under class rates move most articles of high value, or of miscellaneous amounts to a variety of destinations, or at irregular periods. Bulk materials of comparatively low value, such as coal, brick, lumber, grain and live stock, moving regularly in big quantities, usually are hauled under commodity, or specific, rates. The five zones are arranged roughly according to cost of transportation and density of traffic in each. One includes the southeast, one the northern Mississippi Valley states, one the southwestern states, together with the central plain region; one the intermountain western territory, and one the Pacific Coast. The proposed zone scale would apply to both interstate and intrastate shipments, and consequently would supplant the distinct class rate scales now enforced by many state utility commissions. The new rates would not apply, however, to shipments between zones. Existing schedules would cover these.

The Railroad Administration is not wedded to any theory or any schedule, the purpose being to bring on a full and intelligent discussion of the subject, to the end that what is right and in the public interest may prevail.

At a recent meeting of the National Ass'n of State Railway and Utility Commissioners held in Washington a resolution was adopted declaring it to be desirable that suitable action be taken by the President or the Director General to recognize the full and unimpaired authority of the states over intrastate rates, service and facilities of the carrier properties now under federal control.

Speaking at the meeting of commissioners, Dwight N. Lewis, chairman of the Iowa State Board of Railway Commissioners, said that the tremendous changes that have taken place in the last few months will, if permitted to become permanent, revolutionize the entire theory not only of rate making but of rate legislation.

State commissioners generally, it was pointed out by Mr. Lewis, have not wished to interfere with the operation of railroads by the federal administration even to the extent of asserting their rights in the regulation of purely intrastate rates and rules. He predicted, however, that this reluctance to assert constitutional rights will disappear, now that the war has ended, and it may be there will be most momentous changes in the civil administration of laws resulting from litigation that is certain to ensue.

Mr. Lewis gave it as his opinion that there is nothing in the act of congress giving the President as a war measure the power of control and regulation of carriers that repeals any federal or state law requiring rates to be just and reasonable in and of themselves for the service performed. The Interstate Commerce Commission is said by Mr. Lewis to have so held in the Willamette Valley case, in an opinion recently given out.

THE KANSAS wheat field, sown this fall, contains 10,825,631 acres and exceeds the total land surface of the four states of Massachusetts, Connecticut, Delaware and Rhode Island combined, with the District of Columbia added for good measure, according to Sec'y Mohler of the Kansas State Board of Agriculture.

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For steam heat only (see Fuel Administration's ruling on fire heated driers)

Shortage of skilled labor, and restrictions in the use of steel suggest early purchases

Patents Granted

1,283,012. Automatic Weighing Machine. Asa Wright, Ponca City, Okla. A weighing receptacle mounted on standards has a centrally connected depending spout with a normally closed valve, a weighing hopper having a sleeve surrounding the spout, the hopper having a valved outlet at its bottom. A weight is provided for sliding the spout toward the receptacle, the elevating and lowering of the hopper causing the valve in the spout to open and close.

1,282,960. Grain Drier. William J. Sedelbauer, Toledo, O. A drier having a plurality of inverted Y-shaped sheet metal members arranged in vertical series, rhomboidal spacing blocks fitting the sides of the Y-shaped members. Closing blocks are located between the rhomboidal members and in the opposite ends of the succeeding inverted Y-members so as to form air receiving and air delivery chambers of each alternate inverted Y-member, and means are provided for directing grain beside the series of inverted Y-members.

1,281,855. Grain Riddle. William R. Schwartz, Independence, N. D. The riddle has a plurality of pivotally mounted riddle plates having overlapping portions, a plurality of partition members fixed to each of the riddle plates, the adjacent riddle plate having slots to receive the partition members, the members each having means coacting with the latter riddle plate to space the overlapping portions of the plates from each other when the plates are in their normal positions, the partition members also transversely subdividing the space between the plates, and means are provided for rocking the riddle plates upon their pivots.

1,283,067. Grain Door Retainer. Richard Webb Burnett, Chicago, Ill. Combined with the door post and threshold member of a railway car is a door stop of bulbiron form fixed against axial movement and pivoted upon the door post, means, consisting of a casting fastened to the threshold, being provided for locking the door post in position, a slidable key being mounted in the casting and adapted to engage the door stop, the key having a serrated side and a bow spring inserted within the casting between one wall thereof and the serrated side of the key and connected and arranged to have its ends bear

within the serrations, and having a slot and pin for limiting the extent of movement.

1,281,342. Elevator. John H. Gilman, assignor to King & Hamilton Co., Ottawa, Ill. In a grain elevator there is combined with a support a depending frame pivoted to the support at its upper end, a reciprocating feeding mechanism associated with the frame and tending to swing the lower end of the frame, which is prevented from swinging by a locking mechanism acting to thrust the frame up against the support, the locking mechanism consisting of a locking lever pivoted to the frame and having a bearing against a fixed surface beneath the frame, a ratchet bar pivoted to the lever, a dog pivoted to the frame and co-operating with the teeth of the bar to hold the lever pressing down against the fixed surface and a guide for the ratchet bar carried by the frame.

A MORE RIGID REGULATION of short selling of cotton on the exchanges is planned by C. J. Brand of the federal cotton distribution com'te.

CORN exports from Haiti were made for the first time last year, 1,219,536 lbs. being shipped to Cuba. Two crops a year are grown on the island.

Books Received

SOUTH AMERICA as a field for commercial expansion is deserving of much merited attention, and the Irving National Bank of New York, recognizing the trade demand for reliable information, has published two maps, a "Graphic Trade Chart" and "Commercial Map" of Latin America, including Central America and part of Mexico. There are shown in easily available form details concerning area, population, imports, exports, facilities of transportation, communication and commerce, elevation, distribution of products, and rainfall. On the reverse is an index to towns. On substantial heavy oiled paper, 25x25 inches.

Carrying Charges on Canadian Wheat.

From Dec. 1, 1918, the allowance for wheat in store will be as provided in Order No. 89 of the Board of Grain Supervisors for Canada, which follows:

1. That out of the fund created under Order No. 82 of the Board there shall be paid, upon wheat held in store by or for the Eastern mills, carrying charges as follows:

(a) In Eastern Canadian public or terminal elevators, including Detroit and Port Huron, 1-15c per bushel per day; provided that if the public or terminal elevator in which the said wheat is stored is used as a flour mill elevator, the carrying charges shall be paid only on wheat held in store by the flour mill, excepting such portion of the wheat as is ordinarily required by the mill for a fortnight's grinding.

(b) In flour mill bins or mill elevator, excepting such portion of the wheat as is ordinarily required by the mill for a fortnight's grinding, 1-20c per bushel per day.

(c) On wheat stored in winter storage boats at eastern bay ports, 1-25c per bushel per day.

2. Notwithstanding any provision in this order, no carrying charge shall be paid on wheat as a result of this order without the approval of the Board of Grain Supervisors for Canada.

3. That this order shall be effective from the 1st of December, 1918, inclusive, upon all such wheat as shall be actually in store on that date and from actual date of delivery into store of all such wheat subsequently received into store, such carrying charges shall be paid until such wheat is actually taken out of store, or until 30th April, 1919, on all wheat still in store on that date. No carrying charges shall be paid after that date on wheat carried by flour mills.

Elevator Casualties.

JUDYVILLE, IND.—Geo. S. Kiser, engineer and millwright, employed by the Davis Grain Co., was burned Nov. 17 by an explosion of the office stove.

OWENSBORO, KY.—Frank Bartlett, employed by the Rapier Sugar Feed Co., while operating the cottonseed meal mixer, had his hand caught, mashing the joint of two fingers.

ASSUMPTION, ILL.—John B. Henry, carpenter employed by the Assumption Grain Co., on Nov. 7 had his right knee badly injured by a sprain while crawling thru a small door.

CRAWFORDSVILLE, IND.—David Nelson, employed by the Crabbs, Reynolds, Taylor Co., had his hand caught in chain and sprocket wheel. A tooth in sprocket passed between middle and third fingers, which were bruised by chain.

LUDLOW, ILL.—R. H. Blurton, elevator man employed by A. D. Risser, was at the top of corn crib changing spouts, when he was thrown off his feet by stepping on an ear of corn, and fell down a stairway, fracturing the pelvic bone.

HENDERSON, KY.—Jake Kinz, an elevator laborer for the Henderson Elevator Co., was injured when the car puller line was being placed on a car preparatory to spotting it for unloading. His hand was caught between the hook on the line and a ring on the car, a very common accident, and his thumb was cut to the bone.

THE PRIVATE WIRE TAX clause in the new revenue bill provides: A tax equal to 10 per cent of the amount paid after such date by any telephone or telegraph company for any leased wire or talking circuit special service furnished after such date. This subdivision shall not apply to the amount paid for so much of such service as is utilized (1) in the collection and dissemination of news thru the public press, or (2) in the conduct by a common carrier or telegraph company of its business as such.

THE RISING COST OF A LETTER

It is now costing you something like 15 cents for each business letter as per list below. The remedy is not to use fewer letters but to produce better letters and part of a better letter is its appearance. Give your effort the good impression that follows good stationery. Steel Die Embossed Stationery is to the letter what good clothes are to the salesman, and the extra cost over the ordinary kind where you send out 25 letters per day does not exceed 10 cents.

Here is a conservative list of letter cost per hundred. (This schedule omits cost of dictator's time, the largest item of all.)

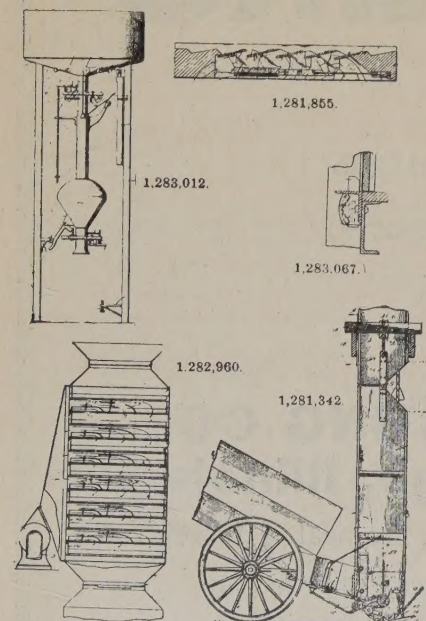
	Type Printed	Steel Die Embossed
Stenographic Wages, assuming 50 letters per day, \$15 per week	\$5.40	\$5.40
Office overhead.....	5.40	5.40
Postage	3.00	3.00
Envelope making.....	.08	.08
Paper, high grade, 20 lb.	1.00	1.00
Type Printing Letter Head and Envelope	.40
Steel Die Embossing Letter Head and Envelope80
	\$15.28	\$15.68

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The GRAIN DEALERS JOURNAL.

Insurance Notes.

THE OFFICE STOVE will bear watching.

ANOTHER REINSPECTION of Illinois elevators will be made by the state fire marshal, it is said, to see if the recommendations of the inspectors have been carried out by the owners or operators.

THE FUSE in the wire supplying current prevents an overdose of electricity from burning out the motor just as the safety valve prevents the boiler from blowing up. Using a fuse that allows excessive current to pass is dangerous.

ELEVATOR MEN are beginning to heed the advice of the division of fire prevention. The inspection last year was rigid and this year is even more rigid. We do not stop with inspection and advice, but follow it up to see that the suggestions are carried out.—John G. Gamber, state fire marshal of Illinois. Even so foolish suggestions should be ignored.

ON THE PLEA that foodstuffs should not be wasted the state fire marshal of Oklahoma advocates a law empowering the state thru the marshal or other designated official to take possession of salvage from fires in grain, cottonseed and other food stores, when the owner does not care for the salvage or there is a disagreement between the owner and the underwriters. What next?

McADOO REPORTS that nearly \$40,000,000 of insurance has been written by the Federal Government on men in the service, who are more than 90 per cent insured. The Bureau of War Risk Insurance is sending out more than a million checks per month to beneficiaries and paying monthly installments on 9,000 death claims, which will increase in number to over 50,000 as reports of deaths are verified.

THE MISSOURI inspection bureau has filed a report acknowledging the co-operation by elevator operators in the elimination of fire hazards as recommended by the State Conservation Ass'n, resulting in a reduction in losses. On unprotected country elevators the loss ratio in 1916 on buildings was 131 per cent and in 1917 it dropped to 22 per cent. On contents of elevators the loss ratio in 1915 was 40 per cent, in 1916 it was 21 per cent and in 1917 it was only 4.7 per cent.

THE ILLINOIS Health Insurance Commission recently held a hearing at Chicago at which W. G. Curtis of the Insurance Economics Society gave English and German authorities to show that increased economic loss from illness resulted when compulsory health insurance was established. The bill recommended by the American Ass'n for Labor Legislation would cost Illinois \$84,000,000, placing a heavy burden on employees, employers and taxpayers. John Sullivan of Kansas City, representing the Modern Woodmen of America and speaking for fraternal insurance organizations, attacked health insurance as a thing made in Germany.

THE LIGHTING hazard will be active from now on. If you use electricity bear

in mind that there is a hazard present all the time. Do not tie your wires in knots or suspend them from nails. On 220 volt circuits fuses should be 6 amperes; on 110 volt circuits, 10 amperes. You are courting trouble if you use heavier fuses

on lighting circuits. Metal base lamps are best where you burn kerosene. Do not use gasoline lamps. Get an electric flash light for use in the elevator. Oil lanterns are dangerous.—Grain Dealers Fire Ins. Co.

YOUR FIRE PROTECTION. A fire in an elevator today is a serious matter. It cripples material that is needed badly elsewhere; it wipes out capital that the country can ill afford to waste; but more serious still, it means the destruction of valuable foodstuffs that are sorely needed to feed a hungry world. Your responsibility for the safeguarding of your property is great. Our records show that elevator fires are under \$200 or they are total, which means that if a fire breaks out in your plant, it must be caught in its first stages if it is to be controlled; therefore you must realize how necessary it is to have your fire fighting equipment in first class shape ALWAYS. If your equipment is not in shape to stand the cold weather, you have not done your duty. DO IT NOW.

C. R. McCotter
Western Manager
Omaha, Nebraska



C. A. McCotter
Secretary
Indianapolis, Indiana

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show that 80% of all fires in Mills and Elevators start in elevators. The installation of an automatic feeding device which will positively prevent an elevator choking from over-feeding and an automatic relief which will prevent an elevator choking from bin getting full or spout choking, will annually save millions of dollars in fire loss and add at least 50% to efficiency of any stand of grain elevators. These devices are perfected and are available for mill and elevator owners, are very inexpensive and absolutely practical. Full particulars will be furnished, free of charge, by this office, on request.

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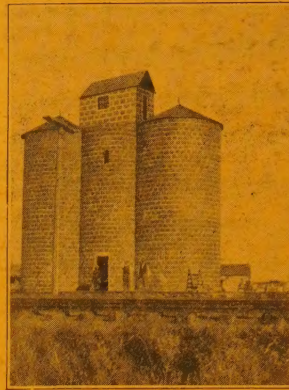
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